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ISSUE**

**BEST OF BRITISH**



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**STAR CAR OF 2016**

# MCLAREN'S NEW 570GT

**£154k, here in July** Say hello to the British firm's most practical and posh sports car yet



More boot space than a Ford Focus but can still do 204mph



**£20k British-built hatches**

Six cars fight to be the nation's best



**Wild new Lotus Elise**

0-62mph in 3.9sec, 154mph, £45k



**Used British icons for £20k**

**PLUS**

**Life in Land Rover's factory**  
**New Bentley Mulsanne**







Official fuel consumption for the Volvo V40 T2 R-Design (manual) in MPG (l/100km): Urban 38.7 (7.3), Extra Urban 62.8 (4.5), Combined 51.4 (5.5). Finance subject to status. Retail sales only. \*Subject to availability at participating dealers only on vehicles registered by 31/03/2016. At the end of the agreement there are 3 options: (i) Renew: Part exchange the vehicle, (ii) Retain: Indemnity may be required. Volvo Car Credit RH1 1SR. **You will not own the vehicle until all payments are made.** The service offer is only applicable when purchasing on Volvo Advantage Personal Contract Purchase at participating





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COVER STORY

**McLaren 570GT:** more luggage space than a Ford Focus, more power than a Porsche 911 Turbo



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Matt Prior, p52



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COVER STORY

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# QUAD-ZONE CLIMATE CONTROL?



&lt;



Halewood is running 24 hours a day to meet buyer demand



## Celebrating the UK's buoyant industry

**THERE'S A HOME-GROWN** theme running through this week's issue and there are reasons to be cheerful about the British car industry. Here's why.

One: car production in this country is thriving. Consider JLR's Halewood facility as a good example. It is running three shifts to keep up with demand for shiny new Jaguar and Land Rover products. We join the JLR night shift on p48 – and others could, too, because the industry as a whole is seeking 5000 new workers to keep up with demand.

Two: our sports car manufacturers continue to create jaw-dropping vehicles at a fair rate. In this issue, it is the McLaren 570GT (p8) and the go-faster Lotus Elise (p10). We're also keenly anticipating the first official details of Aston Martin's long-awaited DB11 next week.

Three: we make some great mass-production family cars. That much was reinforced when our testers gathered six

British-built cars to determine which is best. Discover the result on p34.

Further boosts to our domestic car industry are imminent. We'll report on them in the magazine and on [autocar.co.uk](http://autocar.co.uk) as they happen.



**MATT BURT** EDITOR

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Established 1895

# AUTOCAR

**AUTOCAR.CO.UK**  
**THIS WEEK'S TOP FIVE**

### NEWS

#### Geneva motor show

We're gearing up for Europe's biggest motor show



### FIRST DRIVE

#### Mercedes A200D

We see if the diesel hatch is in A-Class of its own



### COMPARISON

#### Focus RS vs Golf R

Mega-hatches from Ford and VW lock horns



### BLOG

#### James Ruppert

It's farewell to Shed 7 after head gasket blows



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#### New Merc E-Class

Under the skin of latest Mercedes-Benz exec car



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# THIS WEEK

## New 570GT is most practical McLaren yet

GT model gets luxurious cabin and rear boot space for added usability; on sale from July

**M**claren's 570S sports car has spawned a more practical and luxurious GT variant, with significant changes designed to make the car more road-biased and usable everyday.

The new two-seat 570GT is the second of three models so far confirmed for McLaren's entry-level Sports Series range; a convertible version is

the other and is being prepared for 2017. The 570GT will reach the UK in July after a debut at the Geneva motor show.

At the heart of the new 570GT is the same 562bhp twin-turbo 3.8-litre engine as in the 570S. The new car shares its front end and dihedral doors with the 570S on which it is based, but it gets a new roof and rear end, which features

a new upper structure, spoiler and aerodynamic package. But the most significant feature is a glass 'Touring Deck'.

This is, in essence, a side-hinged glass door. The hinges can be on either side of the car, depending on whether it's right or left-hand drive, allowing for loading of the 'boot' at the kerbside. Opening it gives access

to a leather-lined 220-litre luggage space behind the two-seat cabin. Couple this area with the 130-litre space at the front of the car and the 570GT's total luggage carrying ability is 350 litres, which is more than a Ford Focus hatchback can offer. The space behind the seats is good for medium-sized bags, while the area immediately below the

glass deck fits suit bags and laptop bags.

The interior has also been tweaked. The basic structure remains the same as that in the 570S, but the materials used are more luxurious, and special Luxury or Sport interior themes will be offered.

A tinted panoramic roof, equipped with a noise insulation and solar radiation

GT gets bespoke alloy wheels and a panoramic roof



OFFICIAL  
PICTURES  
McLaren





absorption material, is standard to make the cabin lighter and airier.

The more luxurious interior is in keeping with the car's grand tourer brief, which has also entailed changes to the chassis. The spring rates have been reduced by 15% at the front and 10% at the rear for a softer ride than the 570S offers. The adaptive suspension system is shared with the 570S, however, and the Normal, Sport and Track driving modes remain, although the system and anti-roll bars have been revised to improve the ride over more broken surfaces.

The glass hatch is framed in carbonfibre to ensure that the 570GT's rigidity is as stiff as that in the 570S.

The steering ratio of the electrohydraulic system has been reduced by 2% over the 570S, and iron brake discs with aluminium hubs are fitted as standard, replacing the 570S's carbon-ceramic brakes.

The Pirelli P Zero tyres are also of a bespoke compound designed to minimise road noise. The exhaust of the 570GT is taken from the detuned 540C model that sits below the 570S in the range, as it is 3dB quieter than the 570S's sports exhaust system, although the fruitier pipe remains an option.

The alloy wheels have a diameter of 19in at the front

and 20in at the rear and are of a unique 15-spoke design.

As you'd expect, the 570GT is well appointed. It comes with a full leather cabin, electrically adjustable and heated seats, an electrically adjustable steering column and soft-close dihedral doors.

However, the new rear structure means the 570GT is heavier than its 570S sister car; the GT weighs 1350kg dry, compared with the 1313kg of the S.

This has had a minuscule impact on performance; the 0-62mph time is 3.4sec (up 0.2sec from the 570S) and the 0-124mph time is 9.8sec (up 0.3sec). Top speed is 204mph, which is the same as the 570S can manage. The gearbox is the same seven-speed dual-clutch automatic unit, driving the rear wheels.

Once the Sports Series range is complete, McLaren should be at its annual production target of 4000 cars by 2017, which it will maintain until 2019. It plans to build around 3000 cars this year, two-thirds of which will be in the Sports Series (the 650S range of supercars is the Super Series and the P1 is the Ultimate Series).

McLaren expects around one in four Sports Series models to be the GT.

The 570GT has been priced at £154,000, just over £10,000 more than the 570S.

**MARK TISSHAW**



Side-hinged 'Touring Deck' provides extra storage space



OFFICIAL PICTURES



# Lotus creates fastest Elise yet



Elise Cup 250 uses more power, less weight and revised aero to hit 154mph and 0-62mph in 3.9sec

**L**otus has unveiled the fastest road-going version of the Elise yet, the Cup 250.

The Elise Cup 250, which replaces the Cup 220 in the Elise range, can crack 0-62mph in just 3.9sec and reach a top speed of 154mph. The 0-62mph time is an improvement of 0.3sec over

the Cup 220's and the top speed is up by 9mph.

These gains have been made possible by an increase in power, a reduction in weight and revised aerodynamics.

The Elise Cup 250 uses the familiar 1.8-litre four-cylinder engine sourced from Toyota and mounted in the middle of the car. Peak power has been

increased by 26bhp over the Cup 220 to 240bhp for the Cup 250. This figure also eclipses the track-only Elise Cup R by 26bhp. Torque remains at 184lb ft and the gearbox is a six-speed manual.

Weight has been cut by 21kg over the Cup 220 to 931kg. This saving has been achieved by, among other things, the

addition of a lighter lithium ion battery, which saves 10kg, seats made from carbonfibre and ultra-lightweight forged alloy wheels, which are 16in in diameter at the front and 17in at the rear. They are shod in Yokohama A048 tyres, which are 195/50s at the front and 225/45s at the rear.

A further 10kg can be saved

by opting for the Carbon Aero Pack. This replaces the standard front splitter, rear wing, rear diffuser and side floor extensions with lightweight carbonfibre components. The standard aerodynamic package has been optimised and the Elise Cup 250 is claimed to provide 66kg of downforce at 100mph, with 155kg at 154mph.

The new model also achieved a 1min 34sec lap time at Lotus's Hethel test track, taking 4.0sec off the Elise Cup 220's best time.

The Elise Cup 250 continues to use the motorsport-derived suspension and braking components from the Elise Cup 220. Its AP Racing twin-piston front calipers and Brembo single-piston rear calipers work in conjunction with the track-tuned ABS system.

The new Lotus Dynamic Performance Management (DPM) system provides a Sport mode that increases throttle response, lowers traction slip thresholds and removes



New aero package generates 66kg of downforce at 100mph





Alcantara trim is standard fit; leather and full carpets are optional

understeer recognition, thereby allowing greater driver involvement before the system intervenes.

The cabin includes full Alcantara trim in red or black as standard, with an optional Leather Pack available. An in-car entertainment system with iPod and Bluetooth connectivity, full carpets and greater sound insulation are available as options. There's also a new engine start button.

Lotus boss Jean-Marc Gales said: "The Lotus Elise has long set the benchmark in its class, yet we've been able to hone its straight-line performance and handling. Yes, it is capable of amazing things on a track, but it also retains its road manners and is perfectly composed for day-to-day driving. No rival offers this level of performance and accessibility."

The Elise Cup 250 is available in roadster guise as standard, with a hard-top available as an option. It will go on sale in April for £45,600.

**DANNI BAGNALL**



**MATT PRIOR**

## The law of diminishing returns

ANOTHER MONTH, another special Lotus Elise. Faster again, lighter again and, I have absolutely no doubt, even more fun to drive yet again. The Elise is a remarkable machine, still one of the greatest driver's cars on the planet. It has already seen off the Alfa Romeo 4C, and the new Alpine (p19) will have to be brilliant to out-Elise the Elise (or Exige). It is perennially capable of being honed and improved.

But the margins are now so tight: 0.3sec here, 9mph there, 21kg elsewhere. No matter how many brilliant quantities the Elise has, they are increasingly known quantities. The Elise's construction and layout still feel modern,

but not, as they once did, entirely radical.

That makes it one of those rare cars, about which when somebody suggests buying a new one, you can realistically point them to the recent back catalogue – especially when the new price is £45,600.

That's not an unreasonable price by the standards of its competitors, but on Lotus dealer forecourts, there are Elises that'll do 90% of what the Cup 250 will, at less than 90% of its price.

Long may the Elise continue to be a performance and handling benchmark, but a newer version, with bigger margins of change, would not hurt it.



Aston boss Palmer and Lei Ding, co-founder of LeEco's car division

# Aston in EV deal

ASTON MARTIN HAS announced a partnership with Chinese technology firm LeEco (formerly Letv) to develop the RapidE electric vehicle for production by 2018.

The two companies have signed a memorandum of understanding to develop the production version of the RapidE, followed by several other electric models before 2020.

The deal includes the potential to jointly develop a range of new-generation connected electric cars for Aston, LeEco and LeEco-backed Faraday Future, a US-based electric car start-up that launched itself with its 1000bhp FFZero1 concept car at last month's Consumer Electronics Show.

The partnership is an extension of one already in place between Aston and LeEco, which led to the new infotainment and internet system for the Rapide S unveiled at CES.

The RapidE concept was first seen in October. Williams Advanced Engineering was involved in developing its powertrain and Shanghai-based ChinaEquity was named as an investment partner to explore production viability.

Aston boss Andy Palmer revealed that the car would be released as two variants: a rear-drive RapidE with around 550bhp and a 200-mile range, and an 800-1000bhp all-wheel-drive RapidE, with a motor on each wheel.



LeEco revealed sketches of its first EV, LeSupercar, in 2015



The Aston Martin DB11 appeared again online last week ahead of its official debut at the Geneva show. A customer attending a private event uploaded a since-deleted photo to social media, revealing the front end of the new car.



# Bentley plays long game

Mulsanne line-up revised, with new long-wheelbase models and improved refinement and equipment

**T**he Bentley Mulsanne line-up has been extended to four models as part of an extensive revamp of the range that will be unveiled at the Geneva motor show next month.

The range now comprises updated versions of the standard Mulsanne and Mulsanne Speed, plus two new Mulsanne Extended-Wheelbase models, one with increased rear leg room and the other offering six seats in a four-up, face-to-face rear-seat configuration.

The entire Mulsanne range has been facelifted with what its makers describe as a “fresh and modern” look and new chassis technology to deliver what is claimed to be “the world’s most refined ride”, as it moves to assert itself against flagship rivals ranging from the Rolls-Royce Phantom to the Mercedes-Maybach S-Class.

Power for the Mulsanne comes from the existing 6.75-litre V8, which delivers an unchanged 505bhp and 752lb ft of torque and is linked to an eight-speed automatic ZF transmission. The 0-60mph time remains at 5.1sec, with a top speed of 184mph. Combined fuel economy is

19.3mpg, up from 16.8mpg, with a CO<sub>2</sub> output of 342g/km, down from 393g/km.

Active engine mounts and revised suspension bushes deliver a more controlled ride, and drivers can adapt the suspension between Bentley, Sport, Comfort and custom modes. Meanwhile, a new

tyre construction created in partnership with Dunlop reduces cabin noise by up to 4dBA – which is more than half of the noise generated in the cabin in the current car.

Although the new-look Mulsanne stays true to its predecessor, the redesign is extensive; the entire

front end is new, including the bumper, bonnet, radiator, grilles and lights.

Key to these changes has been a philosophy of integrating all the design elements so that they flow and work together more neatly, as well as giving the car more visual width and therefore presence. The new stainless steel grille with vertical slats – 80mm wider than before – is the stand-out change on the front. It apes the design of historic Bentleys, including the 1930 8-Litre, Embiricos and R-Type Continental.

At the rear, changes are more focused on the bumper and light treatments. The bumper, for instance, is 26mm wider at its lower edge and contains a feature line designed to catch the light and give the car a more purposeful look. The rear lights are also more stylised in a ‘B’ shape, to



Long-wheelbase model gets an extra 250mm of rear leg room; there's also an even longer six-seater

***‘The entire front end is new but apes the look of historic Bentleys’***







give the car a more instantly recognisable look at night.

Inside, the most significant update is a new 8.0in touchscreen infotainment system, modernising the cabin ambience and updating the sat-nav. The system is compatible with Apple CarPlay, Android Auto and MirrorLink.

In the rear, two 10.2in Android tablets sit in the backs of the front seats and are 4G, wi-fi and Bluetooth enabled. The tablets are detachable and link to the infotainment system so passengers can stream music or video or control the sat-nav. Other interior changes are focused on a new style of seat, new door trims and armrests and updated glass switchgear.

Bentley is targeting the stretched-wheelbase Mulsanne models at China and the Middle East, the second and third-biggest markets for the model after the US.

The 'standard' long-wheelbase car has an extra 250mm of rear leg room, and the pair of seats – separated by a console – have leg rests that can be extended. In addition, the rear passenger compartment has its own sunroof. Weight is unchanged



Interior materials are much better and infotainment is up to date

over the standard five-seat car, at 2685kg.

Few details of the six-seat version of the Mulsanne were revealed prior to its Geneva unveiling, beyond the revelation that it has a wheelbase extended by a metre to accommodate four rear seats that face each other. The car, called the Bentley Grand Limousine by Mulliner, will be built to order and is described by an insider as "invoking the spirit of coachbuilding". No sales predictions were released, but a spokesman said it is a "very low-volume" car.

The Mulsanne Speed is powered by the same 6.75-litre V8 as before but with 530bhp, 811lb ft of torque

and a recalibrated automatic gearbox, resulting in a 0-60mph time of 4.8sec and a top speed of 190mph. It also has an additional sports suspension mode. Visual differentiators include a dark tint finish on exterior chrome details, new 21in alloy wheels, different bumpers and sports exhausts. Inside, quilted sports seats are standard, as are alloy pedals and a sportier gear selector.

Deliveries of the new models will begin this summer. Prices are expected to rise over the current £229,360 for the standard car and £252,000 for the Speed. No indication of pricing for the long-wheelbase models has been given.

**JIM HOLDER**

## Greater focus on Mulliner

BENTLEY IS EXPLORING ways to develop its Mulliner division, and the six-seat Mulsanne Grand Limousine to be revealed at the Geneva motor show is the first sign of its broader remit.

Asked if the car signalled a new direction for Mulliner, which has long customised car colours and specs to customer requirements, Bentley boss Wolfgang Dürheimer said: "Yes, I think we can do more."

"Mulliner is an asset with a history nearly 500 years old, but it is not a well-known name. It is somewhere exceptional ideas can take shape and small-scale ideas

can be developed into larger-scale ones."

Asked how far Mulliner could go and if it could revive coachbuilt one-offs, Dürheimer added: "It's possible, yes. The only thing to say is that Stefan Sielaff is the design director, and what he says is the rule. If someone wants a Bentley that looks like a tank, then he will say no."

"But if a customer demands something odd but tasteful, then why not?"

"All I add is that our customers' safety must come first. Anything that alters the aero, suspension or weight balance needs careful consideration."

## Hotter Flying Spur V8 revealed

BENTLEY HAS REVEALED the new Flying Spur V8 S, which sits between the V8 and the W12 flagship model.

Powered by Bentley's twin-turbo 4.0-litre V8 engine, the V8 S delivers 521bhp, 20bhp more than the regular V8's 500bhp. It has 502lb ft of torque and covers 0-60mph in 4.6sec, with a top speed of 190mph. It averages 25.9mpg and has CO<sub>2</sub> emissions of 254g/km.

Power is delivered via an all-wheel drive system with a 40/60 rear-biased torque split. 'S' mode is said

to provide sharper throttle response and additional engine braking. The suspension, damping and electronic stability control has also been revised to improve handling.

Deliveries will begin this summer, but prices have not been revealed.



## Q&A STEFAN SIELAFF, DIRECTOR OF DESIGN, BENTLEY

**You've been at Bentley for nine months now. How is it?**

"Through my work with the VW Group, I had already worked on the Speed 6 concept and Bentayga, so coming here is not like starting again. What's interesting is that there is a desire to improve the brand design and take steps forward that give us a younger outlook."

**How big a role will technology advances play in that?**

"The biggest steps in design will come from technology advances. Without technology steps, we'll be reinterpreting what's gone before. With them, we can innovate in a blockbuster fashion."



**Does that mean doing away with some heritage?**

"No, not at all. Heritage has to be a big part of Bentley, but it is clear there is room for a more modern interpretation of what Bentley stands for. Millennials – the wealthy under 30s – are our next generation of customers, and we must appeal to them."

**Will Bentley interiors look like Audis then?**

"No. Audi is about Vorsprung Durch Technik, so digital makes sense. Bentley is about being extraordinary, luxurious and sporty; we shouldn't overstate technology but can present it in a delicate way. The Mulsanne's hidden tablets are an example of that."







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**PEUGEOT 108**

MOTION & EMOTION



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Optima SW will carry a small premium on the saloon's pricing

# Estate to boost Optima sales

Kia's new Optima Sportswagon is set to go on sale in the UK this autumn, priced from about £22k

**K**ia has expanded its Optima range ahead of the Geneva motor show with the launch of a new estate model, the Optima Sportswagon (SW). This is the first time Kia has produced an estate car of this size and it is expected to outsell the Optima saloon by as much as six to one.

The Optima SW will go on sale in the UK this autumn, priced from about £22,000, a few hundred pounds above the equivalent saloon.

It will be offered with a choice of two engines in the UK. The range-topping GT will get a 2.0-litre turbo petrol engine with 242bhp and 260lb ft. The GT also has electronically controlled adaptive suspension as standard, tuned specifically



Optima SW offers a choice of 242bhp petrol or 139bhp diesel units

for European driving tastes. This is optional on the diesel version, which is powered by a 139bhp, 251lb ft 1.7-litre unit.

GT trim, which will also be offered on the Optima saloon, includes a bodykit, new 18in alloy wheels, twin exhausts and new interior detailing and

trim. Work has been done at the Nürburgring to tune it as a sporty model.

The rear seats in the Optima SW split 40/20/40 as standard. Boot capacity is 553 litres with the rear seats up, but there is no official figure yet for its capacity with the seats down.

Kia claims to have tuned the Optima SW's independent suspension to improve agility and offer better protection from poor road surfaces. Spring and damper settings for the SW are different from the saloon's.

The Optima SW will be joined in Geneva by the new Optima Plug-In Hybrid and the Niro hybrid crossover. Both will be making their European debuts after a Chicago motor show launch earlier this month.

The petrol-electric plug-in hybrid set-up being showcased in the saloon in Geneva will also be offered on the Optima SW in time, Kia says. The Niro, which features a parallel hybrid system, will also spawn plug-in hybrid and all-electric versions.

**MARK TISSHAW**

## Kia lines up Juke rival for 2018

KIA HAS PLANS to launch a compact SUV within the next two years. It will be one of nine new models that the company plans to launch by the end of 2018.

Kia's European marketing director, Artur Martins, confirmed to Autocar that the small SUV – a rival to the likes of the Nissan Juke and Renault Captur – will be on sale within the next two years and based on the next-generation Rio, which is due next year.

# Skoda previews new Kodiaq SUV as a hybrid

SKODA'S VISIONS CONCEPT car, which previews the firm's upcoming Kodiaq SUV, has been revealed with a petrol-electric powertrain in advance of its debut in Geneva next month.

The concept features a turbocharged 154bhp 1.4-litre petrol engine, which is mated to a 54bhp electric motor housed within the six-speed dual-clutch automatic transmission. A second 114bhp electric motor is mounted on the rear axle,

giving the concept a 'smart' four-wheel drive set-up that needs no mechanical coupling.

The VisionS can hit 62mph from rest in 7.4sec and reach a top speed of 124mph.

Skoda says the VisionS emits just 45g/km of CO<sub>2</sub> and can travel for up to 31 miles on electric power alone. Its total range is rated at 621 miles. As with most hybrids, drivers can choose from several driving modes to either recharge the battery or run on electric power alone.

Measuring 4700mm long, 1910mm wide and 1680mm tall, the VisionS is longer, wider and lower than its chief rival, the Kia Sorento. In production form, where it's expected to take the Kodiaq name, the VisionS will be pitched as an upmarket rival to the mid-market SUVs currently on sale.

The concept features seating for six arranged over three rows, with a cabin that has large digital displays for "digital networking".



VisionS concept paves the way for Skoda's new Kia Sorento rival





OFFICIAL PICTURES



# Volvo reinvents its big estate

All-new Volvo V90 grows in size and sophistication compared with old V70; on sale in autumn

**T**he new Volvo V90 has been revealed ahead of its public debut at the Geneva motor show next month. The five-seat V90 is a close relative of the S90 executive saloon and has the same interior layout, including its large touchscreen infotainment interface and digital dashboard technology.

At 11cm longer than its V70 predecessor, the V90 can carry up to 1526 litres of cargo. All the extra length has been put into the wheelbase and the car is just short of five metres long. Prices are expected to kick off at close to £34,000 when UK sales begin in the autumn.

Volvo released its 2015 financial results simultaneously with the V90, showing that the company had cracked half a million sales for the first time in its history.

Profits also trebled for the Chinese-owned company, mostly on the back of the enthusiastic market reception for the new XC90 SUV, which is driving profits because customers are buying more

highly specced versions than Volvo had initially predicted.

Håkan Samuelsson, chairman of the executive board of Volvo Cars, also revealed that the brand will release its first battery-powered car for the 2019 model year. Although he refused to be drawn on the car's exact format, it will be based on an adapted version of Volvo's new SPA platform and be all-wheel drive, with an electric motor on each axle.

Samuelsson also said work is under way on Volvo's new

US plant in South Carolina, which will help to establish the company as a proper global brand. This facility will mean the company has production bases in the three main markets of Europe, China and the US.

The first car to roll out of the factory in 2018 will be the next-generation S60 saloon. Samuelsson said Volvo will also establish product development teams in the US. "To build cars for US preferences, we need to be on the spot, not thousands of miles away," he told Autocar.

The majority of premium large estate cars are sold in Europe, where the total market is a modest 200,000 units or so. Remarkably, Volvo's ageing V70 managed to outsell both the BMW 5 Series Touring and the Mercedes-Benz E-Class Estate in 2015, shifting 49,300 units, although it was some way behind the Audi A6 Avant's 67,200 sales. Analysts expect the new V90 to overhaul the A6 to become the best seller in Europe.

Topping the V90 powertrain line-up is the T8 'Twin Engine' plug-in hybrid, which mates an 87bhp, 177lb ft electric motor to a 2.0-litre diesel engine for a combined output of 401bhp and 472lb ft. CO<sub>2</sub> emissions of 47g/km and fuel economy of 134.5mpg are also claimed.

The other engines are all 2.0-litre four-cylinder units. The petrol T5 (41.5mpg, 154g/km) produces 250bhp and 258lb ft. The D4 diesel (62.7mpg, 119g/km) puts out 187bhp and 295lb ft. The D5 twin-turbo diesel (57.6mpg,

129g/km) has 232bhp and 354lb ft and gets mechanical four-wheel drive as standard.

A turbocharged and supercharged T6 petrol unit (38.1mpg, 169g/km) is good for 315bhp and 295lb ft and also comes with four-wheel drive. All engines are coupled to an eight-speed automatic 'box.

Volvo's IntelliSafe collision avoidance technology will be an option on the V90 and includes blind spot information, rear collision warning and cross traffic alert, which helps drivers reversing into a road by warning them of incoming traffic. A 360deg camera, Park Assist Pilot and built-in booster seats will also be safety options on the V90.

At the unveiling in Stockholm, sources said Volvo would produce a high-riding XC version of the V90 as well as a sharply styled R-Design spin-off, which will have a sportier approach and feature carbonfibre trim and 21in wheels.

**HILTON HOLLOWAY**



Design, big touchscreen and digital dash are the same as the S90's





HILTON HOLLOWAY

## Volvo: sales and profits up

The financial health of Volvo Cars improved dramatically in 2015 compared with the previous year. The biggest news for the company was breaking through what one official called "the psychologically important half-a-million barrier".

After spending many years with its sales mired in the 400,000-unit range, the company moved 503,127 units in 2015, a big jump over the 2014 total of 465,866 units.

Thanks in large part to the successful launch of the XC90 flagship SUV (Volvo took some 88,000 orders in 2015), profits also leapt. Volvo banked profits of £545 million in 2015, which is significantly up on its modest profits of £175m in 2014.

Volvo's sales rose to 198,046 vehicles across



western Europe in 2015, although sales in China were almost exactly flat at 81,588. Sales jumped around 15% in Sweden to 71,200 units and were up by more than 12% in the US from just 56,371 units in 2014 to 70,047 in 2015.

Volvo's all-important profit margins also finally started to revive. In 2014, the Swedes had a profit margin of just 1.5%. That jumped to 4.0% across 2015 as a whole and 5.6% in the second half of 2015, showing the impact of highly specced XC90 models leaving the Volvo showrooms.

## Torque biasing is set to come to EVs and hybrids

LIKE MANY GOOD ideas, it has taken torque biasing a few years to really take off. Splitting torque levels across an axle and delivering different amounts to each wheel can dramatically alter how a car handles, helping it to turn in, increasing stability in extreme manoeuvres and improving traction. It's how the Focus RS does its magical line tightening and Drift-mode showboating.

The RS uses a version of the Twinstar rear axle that was developed by UK firm GKN Driveline to do its biasing. Now GKN is working on an electric version of the same technology that promises to add some of the same magic to hybrids and EVs, and we've experienced a prototype version in Sweden fitted to a Volvo XC90 T8.

The principle of this e-Twinstar is very similar to the conventional version, with two electronically controlled clutch packs working to engage drive for each rear wheel. These operate progressively, allowing different amounts of torque to be sent to each side. Power comes from an electric motor.

GKN says the system works faster than the



Duff drove a prototype version of the new system on an XC90

standard Twinstar because the electric motor can supply torque even when there's no power coming from the engine. It can also provide stability-enhancing vectoring under braking on cars that use regeneration.

It works with part-electric drivetrains like the XC90 T8's, which uses an electric motor at the back, and pure EVs. It will be ready for production next year and GKN says several major car makers are interested in it.

## DRIVING IMPRESSIONS

It looks just like an XC90 T8, but it doesn't drive like one. Although I only drove on a frozen lake, I was able to compare it directly with a stock XC90 T8 and Focus RS.

The car fitted with the e-Twinstar felt far more responsive than the normal T8, which also uses a GKN electric drive module at the back, but without torque biasing. It was far keener to turn and had less understeer than the standard car, showing impressive agility on a handling course and being easily persuaded into sustained high-speed drifting on a 200m-diameter circle. It's not the dynamic match of a Focus RS – it weighs nearly twice as much – but there's some of the same enthusiasm.

Not that a production version is likely to behave in the same way. The prototype has switchable levels of vectoring to show the effect of more torque, and final calibration will depend on the traits a manufacturer wants to enhance. Volvo seems an obvious candidate to use e-Twinstar first, and it would certainly help to sharpen up the T8's responses.

MIKE DUFF

*It was far keener to turn and had less understeer than the standard car*



Fitted with the system, the XC90 could be drifted easily





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# Alpine sets out ambition

Renault's sports car brand wants to get its new car right, then others will follow

**R**enault's resurrected Alpine sports car brand has "millions of ideas" about how it can grow from a single model to a full range of cars in the future, according to Alpine managing director Michael van der Sande.

But the ex-Bentley, Aston Martin and Tesla man said all the focus for now was on the launch of a production version of the Vision concept, which was revealed at an event in Monaco last week when more details of it were confirmed.

It has a bespoke lightweight mid/rear-engined chassis designed and engineered by Renault Sport, as well as a bespoke engine and transmission, details of which no Alpine executive would confirm. There was no comment from van der Sande about whether or not the Alpine would be offered with a manual gearbox, although he said there are no plans for an electric version at present. He said there would be significant investment in the Dieppe plant, where Alpines will be built.

Renault boss Carlos Ghosn said Alpine represents a long-term investment that will grow over time. "We will build and invest patiently," he said.

"This is very close – very close – to production," he said about the relationship between the concept and final road car. Concept car flourishes that won't make production include the door mirrors and wheels, but the design is otherwise representative of what Alpine will put into production in 2017.

Ghosn said he doesn't see any real competitors for the Alpine, because it is a unique

proposition in the marketplace. Cars like the Lotus Elise are seen as more extreme and ones like the Porsche Cayman too heavy, Renault claims, whereas the Alpine occupies the middle ground that it believes is empty.

As for talk of expanding Alpine, Ghosn said: "We start with a production version of this car, with a vision of building a brand. We have to get this one right or there will be no brand."

This view was echoed by van der Sande. However, he said if Alpine's launch model is a success, a range of models will follow. "We have million of ideas, but first we must do this car really well. If we did five cars at once, it would harm the investment and quality. We won't run out of ideas. We need to do them at the right time and in the right order."

**MARK TISSHAW**



Ghosn on Alpine: "We will build and invest patiently"

## Confidential

A DECISION ON whether to launch Hyundai's upmarket sub-brand, Genesis, in the UK continues to hang in the balance. Hyundai UK boss Tony Whitehorn said: "There will be six Genesis cars by 2020, with a focus on Korean, US and Middle Eastern sales. It's possible some will come to the UK, but the biggest problem is the need, and cost, of engineering them for right-hand drive."

SEAT'S NEW SUV, the Ateca, is named after a town near Zaragoza in north-east Spain. Seat boss Luca de Meo said it was chosen because it's a short name and easy to pronounce in any language. Ateca is best known for the red wine it produces. All Seats are named after locations in Spain.



RENAULT WILL EXPORT a version of the Kadjar with a 1.2-litre turbo petrol engine to China this year to augment the 2.0-litre petrol variants now being built as part of its nascent joint venture with home market giant Dongfeng.

A SENIOR CAR designer has said it's becoming a struggle to design front ends of cars with ever-larger radar and detection systems for safety features. "All companies are struggling to design these things as they get bigger and there are more of them."

THE UPCOMING ALFA Romeo SUV could take the Stelvio name when it goes on sale in the UK in 2016-17. Autocar sources in Italy have confirmed that Stelvio is one of a number of names under consideration for the new SUV. No final decisions have been made, but the Stelvio name is understood to be a front-runner in the eyes of Fiat Chrysler Automobiles boss Sergio Marchionne.

# Facelifted Kuga gets new diesel and tech

FORD'S FACELIFTED KUGA SUV features a new diesel engine option and the latest version of its Sync infotainment.

The new engine is a 120bhp 1.5-litre diesel, which drives

the front wheels and promises average economy of 64.2mpg, with CO<sub>2</sub> emissions of 115g/km.

A 150bhp 2.0 TDCi is offered in either front-wheel-drive or all-wheel-drive forms. In front-

drive form it returns 60.1mpg combined and emits 122g/km of CO<sub>2</sub>. A 180bhp 2.0 TDCi version with all-wheel drive, delivering 54.3mpg combined and 135g/km, is also available.

The 1.5 Ecoboost petrol turbo unit remains in the line-up in 120bhp and 150bhp guises. An all-wheel-drive 182bhp variant returns 38.2mpg and 171g/km.

The new Sync3 system uses an 8.0in touchscreen and has Apple CarPlay and Android Auto functionality. It allows drivers to control functions using conversational voice commands. By saying "I need a coffee" or "I need petrol",

for example, the system will locate nearby stops.

The updated Kuga has a more heavily sculpted bonnet, which is claimed to increase pedestrian protection. The cabin also now has fewer buttons.

All-wheel-drive Kugas offer Ford's semi-autonomous perpendicular parking technology. Cross traffic alert aids drivers reversing out of a parking space, and park-out assist helps drivers as they exit parallel parking spaces. A new, enhanced version of Ford's active city stop is also on board, now operating at speeds of up to 31mph, an increase of 12mph.



Revised bonnet design is claimed to improve pedestrian protection

## HUAYRA BC TURNS THE WICK UP

The Pagani Huayra BC, a more hardcore variant of the supercar, has been revealed. It features new aerodynamic bodywork, lightweight components and a hike in output for its twin-turbo 6.0-litre V12 to around 800bhp.



## BOND DB10 NETS £2.4 MILLION

An Aston Martin DB10 used in the James Bond film Spectre was sold for £2,434,500 at auction house Christie's last week. It is the only DB10 from the film shoot that will be sold to the public. Proceeds went to Médecins Sans Frontières.







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Levante line-up will feature petrol and diesel 3.0-litre V6s; a 3.8 petrol V8 is likely



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PICTURE

# Levante finally uncovered

Maserati's Porsche Cayenne rival revealed ahead of Geneva motor show debut

**T**he long-awaited Maserati Levante SUV has been revealed in official images as part of the build-up to a public unveiling at the Geneva motor show next week.

Maserati has also confirmed technical information about the new model, which is

based upon the platform that underpins the Ghibli and the Quattroporte.

All versions of the Levante will feature sophisticated electronic suspension with controlled damping and adjustable air springs, Maserati's Q4 all-wheel drive

system and an eight-speed automatic transmission that has been calibrated specifically for the SUV.

The Levante will be offered with a choice of petrol or diesel powerplants, Maserati has confirmed.

Autocar understands a

3.0-litre V6 petrol engine will be offered in two states of tune, with a Levante 350 capable of hitting 62mph from rest in 6.3sec on its way to a top speed of 151mph, and a Levante 430 managing the 0-62mph sprint in 5.2sec and going on to a top speed of

164mph. The diesel model also has a 3.0-litre V6 and can cover 0-62mph in 6.9sec and achieve a top speed of 143mph.

As well as these powertrains, the Levante is likely to borrow the Quattroporte's V8 engine for a range-topping performance version. A plug-in hybrid variant of the Levante is also planned.

The Levante features a dramatically sculpted bonnet, with a bold interpretation of Maserati's grille, a new design of tapered headlights split into two elements and large front air intakes. Maserati's trademark three air vents feature on the front wings. The SUV also has frameless door windows, a trapezoidal C-pillar featuring the Saetta logo seen on the Ghibli and other Maseratis, a spoiler mounted at the top of the boot and four exhaust exits.

The Levante is expected to cost from around £65,000 in the UK and is a crucial model for Maserati. Indeed, the rival to the Porsche Cayenne and BMW X5 could quickly become the firm's biggest-selling model as it looks to grow sales to 70,000 units by 2018. The first examples of the Levante have already rolled off the production line in Turin, Italy.

**MATT BURT**

## Audis to save 4mpg after major quattro revision

AUDI HAS GIVEN its long-running quattro permanent all-wheel drive system a major engineering overhaul as part of its new philosophy of using 'predictive' technology to reduce fuel consumption.

The revised set-up is based on the original quattro system that uses longitudinally mounted engines. Audi engineers have fitted an electronic clutch to the rear of the gearbox to allow drive to the rear wheels to be

disengaged in fractions of a second. In order to further reduce drag, a second electronic clutch is fitted to the rear differential, allowing the rear wheels to spin freely when disengaged rather than turning the propshaft and thereby causing mechanical drag and increasing fuel consumption.

Audi claims this new quattro Ultra transmission will save an average of about 4mpg compared with today's permanently engaged quattro

set-up. It is also 8kg lighter than today's system.

Audi says the control system for quattro Ultra is "networked with a number of other control units". Every 10 milliseconds, the quattro controller "acquires and analyses a wide variety of data, including steering angle, lateral and longitudinal acceleration and engine torque levels", among many other things.

It can, for example, calculate the point at which a front

tyre is approaching the limit of its grip and within 0.5sec activate the all-wheel drive system. Quattro Ultra also uses information from the car's electronic stability control and an individual's own driving style. It even takes into account the external temperature and local weather conditions.

The new Ultra system offers the driver different command settings for the four-wheel drive system. Auto mode allows the car's management systems

to decide when and where to activate all-wheel drive. In Dynamic mode, more power is sent to the rear wheels "more quickly".

The first model to be fitted with quattro Ultra will be the new A4 Allroad quattro, which is launched this summer. It will then be rolled out on all longitudinally engined Audis that are equipped with either a manual or S tronic dual-clutch automatic gearbox.

The highest-powered quattro models will be offered with a torque-converter automatic and conventional permanent all-wheel drive.

Audi says it has built around seven million cars equipped with the longitudinally mounted quattro transmission, which made its debut on the iconic 1980 Ur-Quattro coupé.

Including models with the part-time quattro system used by transversely engined Audis, more than 40% of all Audi models sold in 2015 had all-wheel drive. The biggest-selling all-wheel-drive Audi was the Q5 SUV, with 210,000 units sold.

Audi's new quattro Ultra four-wheel drive system



**Rear clutch**  
Rear wheels can be disengaged from the diff in order to spin freely



**Front clutch**  
To run in front-drive mode, the propshaft is disconnected



Hybrid LC will cover the 0-62mph sprint in less than 5.0sec



# Lexus LC gets hot hybrid

LC500h performance coupé will have 354bhp from an all-new hybrid system; on sale next year

**T**he Lexus LC500h 2+2 coupé will pioneer a new hybrid system when it goes on sale in mid-2017, promising to "deliver the sharpest and most refined drive yet from a full hybrid".

The so-called Lexus Multi Stage Hybrid System mates a 295bhp 3.5-litre V6 petrol engine with a four-speed transmission and an electric motor that utilises a continuously variable transmission that can deliver

six physical gearchange sensations to the driver. As such, the driver can 'change' gear 10 times, with the hybrid system matching itself with the engine revs to offer instant torque after each change.

Officials admitted that a dual-clutch automatic set-up was considered, but the new system is far more compact and therefore lighter and easier to package into the LC500h. The gearchange times of the system are also said to

match those of a dual-clutch automatic. Total system output is rated as 354bhp, and the LC500h can reach 62mph in less than five seconds.

Lexus Europe boss Alain Uyttenhoven said: "The engineers promise me that this will be a hybrid that will spin its wheels – even the LC's 21in ones – on dry asphalt. This is a hybrid system with instant torque and driveability."

The LC500h sits on Lexus's new GA-L platform, which

features high-strength steel and aluminium suspension components to reduce weight, as well as a multi-link front suspension system. Other weight-saving technology includes the use of aluminium mounted on a carbonfibre structure in the bonnet and wings, and carbonfibre in the roof structure.

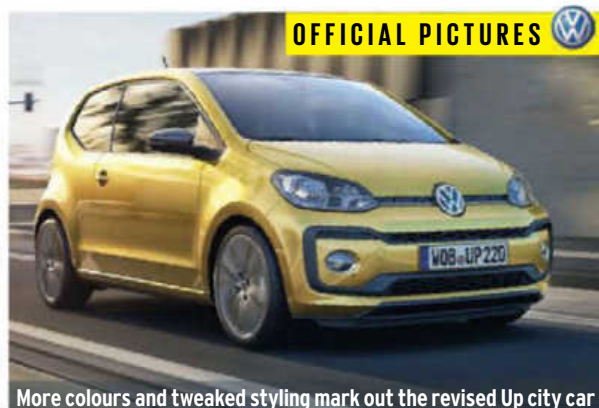
The LC500h is the second version of the LC to be revealed, following the flagship LC500, which is powered by

the same naturally aspirated 5.0-litre V8 engine that is already used in the RC F and GS F. The engine produces 467bhp and 389lb ft of torque.

Uyttenhoven said faster versions of both the hybrid and V8 models were possible but suggested that only one would be developed. He also hinted that a convertible LC is possible. Prices are expected to begin at around £75,000 when the LC goes on sale.

**JIM HOLDER**

## More equipment and new style for revised VW Up



More colours and tweaked styling mark out the revised Up city car

VOLKSWAGEN HAS revealed a lightly facelifted version of the Up city car ahead of its Geneva motor show debut.

Among the changes are a tweaked exterior, a wider range of colour schemes, revised interior trims, an extended range of customising options, new smartphone connectivity options and a new 89bhp turbocharged 1.0-litre three-cylinder petrol engine.

The new powerplant complements the existing naturally aspirated 1.0-litre

triple. It delivers 89bhp and 118lb ft of torque at 1500rpm and will get the Up from 0-62mph in 10.0sec. Combined economy is 64mpg and CO<sub>2</sub> emissions are 102g/km.

The Up will continue to be offered with three and five-door bodystyles. The wider range of custom options include 13 body colours, nine exterior decals, three roof colours, 10 individual dashboard designs and a new ambient light option on upper-end models.

While the interior remains largely untouched, the Up now comes with the option of a multi-function steering wheel and Volkswagen's Pure Air Climatronic automatic air conditioning system.

VW now offers the Up with the option of USB and Bluetooth smartphone connectivity, as well as on-board computer functions via an app. Buyers can also specify a 300W Beats Audio sound system as part of a new Up Beats equipment line.

### MEGANE ESTATE HOTS UP

Renault's Mégane Sport Tourer range will be crowned by this GT model when it goes on sale in 2017. It will have Renault Sport styling and four-wheel steering. The Mégane range will also spawn a three-door coupé model.



### EAGLE SPYDER HAS LANDED

Eagle has revealed the third member of its Jaguar E-Type-inspired family, the Spyder GT. Up to six will be built, each costing £695,000. It will start as an E-Type which is then restored and modernised and offered with different engines.





New Scenic  
has a sleek  
low roofline

OFFICIAL PICTURES



## Renault Scenic goes 'SUV-like'

RENAULT HAS PREVIEWED its all-new Scenic model ahead of the car's official debut at next month's Geneva motor show.

The new Scenic's proportions and larger-diameter wheels are said to draw inspiration from the R-Space concept, which was revealed at the Geneva motor show in 2011.

The fourth-generation Scenic has become more SUV-like than the previous Scenics of the past 20 years, a nod to the growing popularity of SUVs.

The concept featured rear-hinged back doors revealing a large single opening without a B-pillar,

but the production version has a more conventional five-door layout.

Concept car flourishes that do make production include 20in wheels and a low roofline. The front and rear tracks are also wider, to give lower, wider proportions to the car.

Head of Renault design Laurens van den Acker said: "We wanted the

new Scenic to break new ground. It is a sexier and more modern take on the MPV which carries over the outstanding modularity that has been paramount to the success of the model's three previous generations over the past 20 years."

OFFICIAL PICTURES



GT Line is a new range-topping trim; autonomous braking features

## New face for 2008

PEUGEOT'S 2008 SUV has been given a mid-life makeover ahead of a Geneva show debut and UK sales in the summer.

The same engines as before are offered, but a new six-speed automatic transmission is available. There's also a new range-topping trim, GT Line.

Inside, available storage space has grown from a

maximum of 1194 litres to 1400 litres. An additional 22 litres of space is under the boot floor.

The 7.0in touchscreen system receives Apple CarPlay and MirrorLink functionality.

Among the new technologies fitted to the facelifted 2008 are an autonomous emergency braking system and autonomous parking.

Tester's Notes

# Matt Prior

MG owners: women  
think you prefer  
your car to them



**M**enacing. There's nothing wrong with owning a menacing car, I suppose. If you're Batman.

It is, however, a curious word – menacing – to describe a luxury car. Bentley has just used it to characterise the appearance of the Mulsanne Speed – the fastest variant of its long, opulent luxury car that sits atop a proper-posh range.

It's a curious choice because, as if a car that says "I'm a gazillionaire property magnate or oil baron" wasn't enough, now it says "I'm a gazillionaire property magnate or oil baron in a bad mood". I'm not sure I'd want to say that about myself – which is, perhaps, why I'm not a gazillionaire property magnate.

But it makes me wonder: what does your car say about you? Or, more pertinently, what do you *want* it to say about you?

I dimly remember a TV programme from a long time ago. Three cars were presented to a panel of women and a

### The Jeep driver is seen as the roughy-toughy type who is equipped to deal with life's ills

question posed: which of these cars' drivers do you think you'd find most attractive?

One car was a crusty old British classic. An MG, perhaps. Another a sports car you'd describe as 'flashy' (although I forget which). The third option was a Jeep.

There was firm consensus: the MG owner will spend every weekend getting oily and the sports car driver will be a preener. The Jeep driver is the swoon-worthy roughy-toughy kinda bloke equipped to deal

with all of life's ills, whether that be a zombie apocalypse or a mild economic downturn.

And despite all the welcome advances of feminism and equality in the (probably several) decades since this programme aired, there may still be something in that. I will not pretend that vanity plays no part in me preferring to be seen in a Land Rover Defender than an Audi A4. And I still maintain that the rise in popularity of the hipstery beard is linked to the credit crunch. "Yes, I may lose my job at a creative agency, darling, but see my Leif Erikson growth. If the Hoxton flat is repossessed, I will build us a shelter and wrestle deer."

Thinking back to that Bentley, I wonder, too, if British cars today say more about their drivers than cars from most other nations. Whether 'our' cars have more, for want of a better word, personality – due, perhaps, to the fact that we no longer make 'ordinary' cars, except those built here by overseas manufacturers. A Honda Civic, even one built in Swindon, says not a great deal about its driver. A Land Rover, though? Absolutely it does. A Caterham or an Ariel or a Radical or Rolls-Royce? No question. And I think that's something to be proud of – even if the message is: "I'm an oligarch who's on my way round to put up your rent by 300%."



Supercar drivers think "I'm cool"; they're really seen as peacocks

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Official fuel consumption for the ŠKODA Octavia Hatch range excluding vRS 230 and SE Business in mpg (litres/100km): Urban 34.0 (8.3) to 72.4 (3.9), Extra Urban 52.3 (5.4) to 88.3 (3.2), Combined 44.1 (6.4) to 80.7 (3.5). CO<sub>2</sub> emissions for the ŠKODA Octavia Hatch range excluding Octavia vRS 230 and SE Business: 146 to 90g/km. Standard EU test figures for comparative purposes and may not reflect real driving results.



A Week In Cars



# Steve Cropley

Are there any good alternatives to a used Cayman for £35k?



## MONDAY

"The diesel's future begins in the new Mercedes-Benz E-Class," says a confident-sounding missive from the Three-Pointed Star that landed on my desktop today. It explains, in irresistibly simple language, that a key feature of the new E-Class range is a family of lighter, cleaner, more powerful diesels that will deliver yet more cuts in CO<sub>2</sub> output – already halved across the Merc fleet since 1995. We see lots of news releases in our job, but I tend to take more notice of Mercedes' claims than most. They are written with care and authority, as if the writers not only understand the company's core philosophy but also helped to create it.

Too often you have to wade through yards of casually researched agency-speak for your info. (On the way, you find yourself speculating more on the size of the agency's invoice than the subject at hand.) I do wonder why those at the top of the car game don't try harder to match the quality of their cars with the quality of their official words. Seems awful to engage thousands of engineering 'lions' to create the finest cars going and then engage a few

**I'm looking for a single car that's quick, agile, fun, long-legged and reliable for under £35k. Any ideas?**

wordsmith donkeys to explain how you did it.

## TUESDAY

Taking a few days off, which means that in spare time my attention turns as usual to car selection. I'm trying to think of a single car that'll do everything I want and get inside a budget

of £35,000. Here's the recipe: the car has to be quick enough for hillclimbs and agile and compact enough for autosolos. It has to be fun to drive every time my backside hits the seat, but also long-legged enough to take on holiday with Herself (which also probably means it needs a decent boot and is weatherproof).

I don't want some fragile classic – I've pushed enough cars and seen enough rust flakes for a lifetime – but it has to be 'interesting' enough to give a good account of itself at the various Breakfast Clubs springing up around the country. I especially enjoy them. Oh, and it must be reliable and relatively easy to own so it can be run on a hack's stipend.

For many, the answer will



Joe Greenwell, CBE, a leading light in the car industry, has retired

instantly be a used Porsche, probably a Boxster or Cayman, which, I admit, is where the value-versus-capability-versus-name appeal reposes. It's a resounding tribute to the marque's creators that its cars come so quickly to mind. But we've owned a second-hand 911 and another would seem a defeatist choice. Surely there's something else?

## WEDNESDAY

Glad, in a way, to have had an opportunity today to reassure myself about the continuing supremacy of personal transport by car. All it took was a 200-mile return trip to London at the pleasure of the newly renamed Great Western Railway. Now, where are my keys?

## THURSDAY

The UK's car business is very much the poorer this week for

the retirement of Joe Greenwell, CBE, former chairman of both Jaguar Cars and Ford of Britain, whose most recent achievement has been to found the Automotive Investment Organisation (AIO) – a £3 million government-backed body aimed at attracting inward investment to this country – and to run it with impressive success for its first 18 months.

Greenwell, who has probably had a greater selection of high-powered car jobs than anyone in living memory, set the AIO the goal of saving or creating 15,000 jobs in three years. The target was hit in just two, at the end of 2015, and better still, Greenwell says, much larger targets are moving into view. Now he's decided to take more time for his own pursuits. The industry, and especially thousands of its recent recruits, owes him a giant debt of gratitude.

## And another thing...

**Why the train trip?**  
To visit the Science Museum, where I saw JET 1, the 1940s Rover that first used gas turbine power and one of my lifelong hero cars. Always wondered what it looked like from the rear. Now I know...



steve.cropley@autocar.co.uk

@StvCr



# FIRST DRIVES

This week's new cars

## QUICK FACTS

PRICE £24,295  
ON SALE NOW



# Mazda MX-5 Sport Recaro

**18.2.16, Lincolnshire** Can a special edition really be worth an extra £1000? This one can

**M**azda has a long history of churning out special editions of the MX-5, something that hasn't changed with this fourth-generation car. This Sport Recaro variant is based on the 2.0-litre Sport Nav model, plus additional equipment and more aggressive looks.

As you'll guess from the name, it also contains a pair of Alcantara-trimmed Recaro sports seats with a matching trim panel on the dashboard. Alloy pedals and a Bose sound system round off the interior.

The bigger changes come externally, though. They include new diamond-cut 17in alloy wheels, standard metallic paint, a bodykit in gloss black and a small spoiler on the bootlid. Although there are no mechanical changes, it has the Sport Nav's Bilstein shocks, stiffer springs, front strut brace and limited-slip differential.

While some may be disappointed there isn't more power or a sharper focus to the handling, the MX-5 remains a joyous thing. Despite

riding on sports suspension, there's more body roll than you might expect – something that can seem a little odd at first. However, the more time you spend behind the wheel, the more this makes sense. Thanks to the body being allowed to move, you really feel the mass of the car shifting around. This makes you think hard about how you drive it.

You soon learn to use the weight transfer to pin the nose to the ground on corner entry to allow the tail to become mobile. You have to wait to jump back on the power, though; there's not really enough to overwhelm the rear tyres in the dry.

Get on it too early and you'll get a fair amount of understeer. Balance it right and you feel the tail moving oh so slightly, helping you round the corner. You have to work at it, but it's rewarding when everything clicks.

If you're new to rear-wheel drive, this is an excellent car in which to learn. Well-judged stability control helps; you'll be travelling very quickly in the dry before you feel it cut in and it's subtle when it does.

A word of warning, though: should you decide to switch the DSC off, the short wheelbase means the tail can step out abruptly. At least there's plenty of lock on the fast-acting steering rack to help you to catch it.

The motor may not be the most powerful thing around, but it's certainly eager. It'll happily rev around to its limiter, making a rorty noise in the process. It's easy to keep

**There's more body roll than you might expect, but it makes you think about how you drive it**



New 17in alloy wheels and tiny bootlid spoiler help to mark out Sport Recaro edition





Simple cabin features Alcantara highlights on the dashboard as well as the Recaro seats. Short-throw gearchange makes swapping cogs a genuine joy



The engine develops only 158bhp, but it loves to be revved and pulls from just above idle. The boot is small but can cope with weekend bags for a couple

it on the boil thanks to a short-throw gearchange that's a delight to use.

Even if you short-shift, the car's sub-1100kg weight (including a driver) means it'll pull from a little over 1000rpm without fuss. This helped it to achieve indicated economy of more than 40mpg, if the trip computer is to be believed.

Our only real complaint is that the MX-5 can start to feel a bit scruffy

when you're really pushing it hard on track. It's very much a car that prefers to be driven a little within its limits.

Inside, shorter people won't have much difficulty getting comfy; taller drivers may struggle a little, though. This isn't helped by a steering wheel that adjusts for rake only.

The Recaro seats do an excellent job of keeping you pinned in place and even prove comfortable after

a whole day of driving. They're heated as standard, which is nothing short of bliss on a cold winter's day in a convertible.

You are acutely aware you're in a sports car, though. At a motorway cruise there's plenty of road and wind noise, while the ride is firm, if not uncomfortable. Still, you don't buy something like this for a limo-like ride and supreme refinement.

Although the Sport Recaro is the priciest fourth-generation MX-5 yet, you can argue that it represents fair value. It may be £1000 more than Sport Nav trim, but its extra kit would cost much more if bought separately. Furthermore, some of the equipment is exclusive to this limited edition.

Ultimately, if you're tempted by the 2.0 Sport Nav, we'd shell out the extra £1000 for the Sport Recaro. Whether or not it makes a better sports car than the base 1.5-litre MX-5 on standard suspension and smaller wheels is a whole different argument, but whichever model you go for, you'll have an absolute blast.

**ALAN TAYLOR-JONES**



MX-5 is great fun and feels more at home being driven within its limits on the road



#### MAZDA MX-5 SPORT RECARO

Relatively expensive but still decent value; the 1.5 remains purer to drive, however



Price	£24,295
Engine	4 cyls, 1998cc, petrol
Power	158bhp at 6000rpm
Torque	148lb ft at 4600rpm
Kerb weight	1075kg
Gearbox	6-spd manual
0-62mph	7.3sec
Top speed	133mph
Economy	40.9mpg (combined)
CO <sub>2</sub> /tax band	161g/km, 27%



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## QUICK FACTS

PRICE £56,705  
ON SALE NOW

# BMW X5 xDrive40e M Sport

**19.2.16, Wales** Plug-in hybrid power propels BMW's big SUV higher up the company car shortlist

**H**ybrids can be a great tax wheeze if you're a company car driver. Take this new BMW X5 xDrive40e: if you buy one of these instead of a diesel X5 30d, you'll more than halve your company car tax bill, thanks to its tax rating of just 13% compared with 29% for the 30d.

This is a plug-in hybrid, too, so after a three to four-hour charge – depending on whether you're using a domestic plug or a proper charging station – the 9.0kWh battery will power the motor for up to 19 miles of silent all-electric running. That makes the school run considerably cheaper.

What's the catch? Well, BMW claims a combined economy figure of 85.6mpg for the 40e, but only someone wearing a lab coat and wielding an esoteric machine that goes 'ping' will register that figure. Also, the batteries are heavy and can blunt the driving experience and they create packaging issues, to the extent that the 40e has a smaller, 500-litre boot and only five seats rather than the option of seven.

So is it worth shelling out the £2500 premium for the 40e, or would you be better off playing it safe and going for the 30d instead?

Well, you'll notice a difference between the two straight away, because when you switch the ignition on, the 40e defaults to its Auto eDrive mode, which tries to use the electric motor as much as possible and engages the 2.0-litre petrol engine only when necessary. It does the usual electric motor thing of providing plenty of instant torque while whisking you along in uncanny silence as you amble around town. You have to be judicious with the accelerator pedal, though, and keep your speed below 44mph, or the engine will fire up.

When it does, it cuts in smoothly and makes the 40e usefully quick, matching the 30d for acceleration and feeling livelier thanks to the engine's eagerness to rev. It doesn't have quite as much peak torque as the 30d, but the dual power sources help to spread what it does have over a wider range, and with more top-end

power, you don't spend long in the danger zone when overtaking.

If you have enough charge left in the batteries, you can switch it to the Max eDrive mode, which runs on electric power up to 75mph. But if you do that speed, you'll get nowhere near the claimed 19-mile battery range – and, surprise, surprise, that 85.6mpg claimed figure isn't doable, either. On our trip to north Wales, we couldn't get much more than 25mpg, even when we were being sensible.

On stunning Welsh roads, the 40e served up some typical X5 dynamic extremes. Our M Sport model on adaptive dampers offered great body control for a 2.3-tonne car, happily resisting lateral g-forces and soaking up mid-corner bumps.

Unfortunately, the steering's poor weighting and the front wheels' tendency to tramline engender distrust, which, combined with the grabby regenerative effect of the brakes, discourages you from using all of the chassis's strengths.

It's a tale of two halves inside, too. The cabin is superbly made and hard

to fault ergonomically but the ride gets quite busy at times, and wind and road noise at speed diminish the 40e's effectiveness to cosset over longer distances.

You'll need to do the sums to see if this petrol-electric X5 will give you any payback over a 30d, but the short answer is that if you're not a company car user and you spend most of the time on the motorway, the chances are that it's not for you.

The X5 40e is great in many ways, but its weaknesses prevent it from being the automatic petrol-electric SUV choice. The more practical Volvo XC90 T8 is certainly worth considering as well. If you're in the market for such a car, look out for our forthcoming group test, when we'll pronounce definitively which is best.

**JOHN HOWELL**

## BMW X5 XDRIVE40E M SPORT

Offers fiscal benefits to company car users, but most people will get better real-world economy in a 30d



Price	£56,705
Engine	4 cyls, 1997cc, turbo, petrol, plus electric motor
Power	309bhp at 5000-6000rpm
Torque	332lb ft at 1250-4800rpm
Gearbox	8-spd automatic
Kerb weight	2305kg
0-62mph	6.8sec
Top speed	130mph
Economy	85.6mpg (combined)
CO <sub>2</sub> /tax band	77g/km, 13%



Plug-in hybrid kit cuts boot capacity to 500 litres and there's no seven-seat version; ergonomics are good and it feels solid inside



**TESCO**

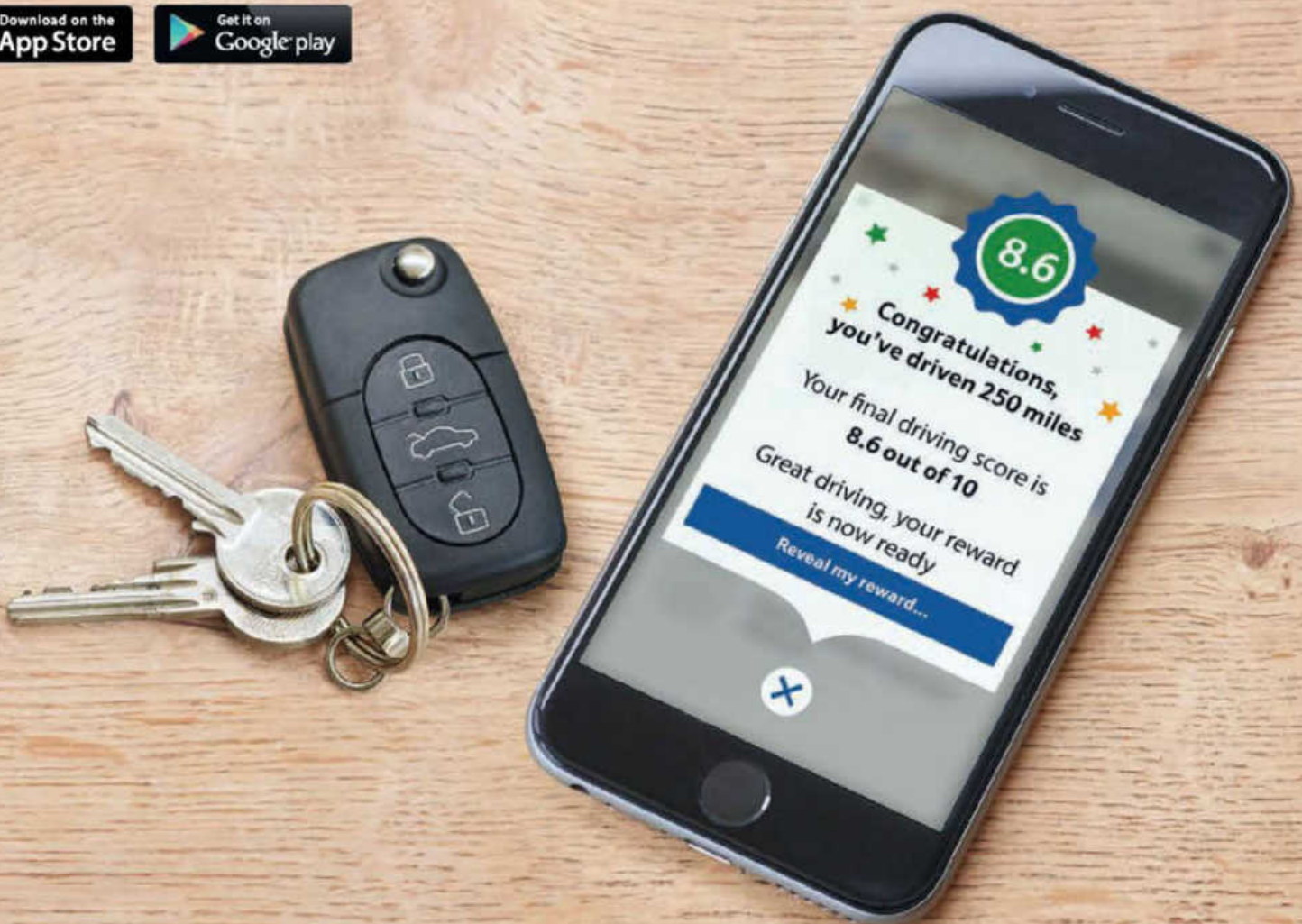
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## QUICK FACTS

PRICE £31,020  
ON SALE NOW

# Skoda Superb 2.0 TSI 280 4x4

**12.2.16, Surrey** Four-wheel drive and a 276bhp engine put new ability at the Superb's disposal

**Y**ou won't find a Q-car that comes any more cloaked than this Skoda Superb 2.0 TSI 280 4x4. You'd need to be an Mi6 recruit to spot the twin exhaust tailpipes poking out from beneath the rear bumper of Skoda's big liftback – the only clues to its extra potency.

That extra muscle comes courtesy of the 276bhp turbocharged 2.0-litre petrol engine that once powered the Seat Leon Cupra 280, and it's coupled to permanent four-wheel drive and a quick-shifting six-speed dual-clutch automatic gearbox.

Those are handy attributes, because they pretty much guarantee no bogging down, flurries of wheelspin or fluffed gearchanges when you're wiping the smiles off spotty-faced youths in hot hatches as you disappear away from the lights.

For all but the exhaust, the 280 4x4 is identical, inside and out, to any other Superb of the same trim. Even the 4x4 badge on the tailgate isn't unique. So not only will everyone else be surprised by its pace, but there's a good chance you will be, too.

You see, even when you've studied the form book and know it'll crack 62mph from a standstill in 5.8sec, there's something about its ordinary demeanour that lulls you into a feeling of nonchalance about its potential. When you do give it some beans and it rockets off at a proper old lick, initially your brain questions it, and then delights in the experience. To the outside world, this is transmitted as a smile.

It really is a lovely engine. It's quiet and smooth when you want to hang up the 'do not disturb' sign and cruise – something that's aided by a supple ride when you switch the optional adaptive dampers to Comfort and let it waft you along on a (mostly) magic carpet ride. Then, when you rev it out, it develops a gravelly four-pot growl, reminiscent of an early 1990s Peugeot 405 Mi16, minus the induction roar.

Like those old Peugeots, this Superb has plenty of top-end power, which it's very willing to dispense thanks to a rev-happy character. Conversely, and unlike the peaky

Mi16, the sizeable turbo adds a healthy slug of bottom-end shove from around 1500rpm, as well as a solid mid-range.

Where this Superb isn't quite so good is in the corners. Even when you flick the suspension into Sport mode to stiffen it, you'll never find the finesse or body control that a BMW 330i M Sport serves up.

The Superb still leans quite heavily through turns and the steering is pretty numb, but its good gearing does at least make it feel direct. It also weights up too much in Sport mode, so it's good that you can mix and match the settings and slacken it off using the Individual mode.

Although the Superb can't offer the handling thrills of the 3 Series, it's just as quick as a 330i, and the grip you get from the four-wheel drive system should make up for its dynamic shortfalls elsewhere.

When you're not pressing on, you can enjoy the Superb's other talents as an excellent family hack. The cabin is as roomy as anything you'll find this side of a Mercedes-Benz S-Class,

and the fit and finish aren't far off one, either. Granted, there's little fanfare to the way it's styled, but you can't fault the usable layout or the excellent materials.

Although this Superb costs nearly as much as a 330i M Sport, doesn't handle as sharply, drinks more fuel and emits more CO<sub>2</sub>, this is one of those cars that has something – that 'thing' which makes you want one, in spite of the overwhelming stack of evidence against it. It has a Jekyll and Hyde aspect that is surprisingly enjoyable – a smattering of lunacy trying to break through all the sensibleness of what is a hugely practical, comfortable car and a fine motorway cruiser. In a few years' time, when it's cheaper and looking handsome on a forecourt somewhere, it would be even more tempting.

**JOHN HOWELL**

## SKODA SUPERB 2.0 TSI 280 4X4 DSG

Mixes performance and sensible qualities endearingly well, but its price counts against it



Price	£31,020
Engine	4 cyls, 1984cc, turbo, petrol
Power	276bhp at 5600-6500rpm
Torque	258lb ft at 1700-5600rpm
Gearbox	6-spd dual-clutch automatic
Kerb weight	1540kg
0-62mph	5.8sec
Top speed	155mph
Economy	39.8mpg (combined)
CO <sub>2</sub> /tax band	160g/km, 27%



Comfort, space and a sense of quality are all evident inside; what it lacks in handling finesse, it makes up for in straight-line pace

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## QUICK FACTS

PRICE £14,199  
ON SALE NOW

# Suzuki Swift 1.2 4x4 Dualjet

**5.2.16, Surrey** Fuel-efficient 1.2-litre petrol engine and all-wheel drive come to the engaging Swift

**T**he updated all-wheel-drive version of the popular Suzuki Swift supermini now features Dualjet technology on its 89bhp 1.2-litre petrol engine. However, going for this more efficient 1.2 with four-wheel drive restricts you to one trim: range-topping SZ4.

The Dualjet engine sends its power to the wheels through a permanent four-wheel drive system, which can direct additional torque to the rear wheels when needed. It gets twin fuel injectors, which are positioned close to the engine inlet, allowing for better fuel optimisation. The changes improve fuel economy by 7.5mpg and reduce CO<sub>2</sub> emissions to 111g/km, helping to drop the VED rating to band C.

In an effort to set the 4x4 apart from its front-wheel-drive siblings, the ride height has been raised by 25mm. It also gets front and rear skid plates and extended wheel arches, adding some all-terrain design cues.

With all-wheel drive traction, the Swift 4x4's handling is further enhanced over the already competent standard car's in poor conditions. It clings to the road well, suffering understeer only when pushed hard. Body lean is neatly contained and the steering is accurate and precise, making the Swift an absolute hoot along twisty roads. Ride quality is pretty good, too, and only rougher surfaces disturb your journey.

The 1.2-litre engine is mated to a five-speed manual gearbox. There's enough power at the ready most of the time, but on motorways you will need to shift down a gear or two for overtaking. That's no hardship, because the gearbox is slick, accurate and easy to use. However, the engine would benefit from a sixth gear, because it sounds strained in fifth at motorway speeds. Combined with a lot of road and suspension noise, this means that motorway journeys can be tiresome.

Inside, Suzuki has done a good job of trying to disguise the hard plastics used for the dashboard with splashes of satin-effect trim. The instrument cluster is clear and most of the buttons on the dash are easy and intuitive to use. The sat-nav is simple, but the graphics look a little dated compared with those of the latest supermini systems.

Even with the driver's seat at its lowest position, you still sit rather high up. However, combined with large glass areas, visibility is excellent. Taller drivers will appreciate the amount of head room on offer, and reach and rake adjustability for the steering wheel make it easy to get comfortable. Overall, the cabin feels roomy, although there is a shortage of cubby storage and cupholders.

Rear leg and head room are more limited and only fit for short journeys for a couple of adults. The boot is deep and well shaped, but the lip

is exceptionally high, making it awkward to load heavier bags.

The Swift 4x4 may possibly be the answer to a question very few people have asked, but it's a fun, generously equipped, well-made supermini with the security of all-wheel drive. Buyers will also benefit from the tax savings brought by the cleaner Dualjet engine.

The Swift has few direct competitors, is cheap to buy and has low running costs, even if it is likely to retain only a little over one-third of its value after three years. That said, the slightly more expensive Fiat Panda 4x4 is predicted to hold on to even less, and that should count in the Suzuki's favour when it comes to personal finance.

**MATTHEW GRIFFITHS**

## SUZUKI SWIFT 1.2 SZ4 4X4 DUALJET 5DR

Appealing runabout that handles well, has plenty of kit and offers extra all-weather traction



Price	£14,199
Engine	4 cyls, 1242cc, petrol
Power	89bhp at 6000rpm
Torque	88lb ft at 4400rpm
Gearbox	5-spd manual
Kerb weight	1095kg
0-62mph	13.4sec
Top speed	103mph
Economy	58.8mpg (combined)
CO <sub>2</sub> /tax band	111g/km, 17%



Elevated ride height and skid plates mark out the 4x4, as does surefooted handling; range-topping SZ4 trim is the only choice here









**T**his was never supposed to get political, but it appears David Cameron has other ideas. On the day that we gather together the six hatchbacks that represent what's left of the

British volume car industry in 2016, the British prime minister comes on the radio to announce the particulars of the bones thrown to British voters in order to keep the UK inside the EU. They don't sound like particularly juicy bones. That funny whistling noise must be the sound of Nigel Farage rubbing his hands together.

The cars I'm looking at, collected in a gravel car park in rural Surrey, seem to me more like reasons to vote 'in' than 'out'. Nissan Qashqai, Honda Civic, Mini Clubman, Vauxhall Astra, Toyota Auris and new Infiniti Q30: it's easy to forget that we still make so many big-hitters. It's harder to forget, though, that every one of them has germinated and flourished with Britain well and truly in the 'in' camp, entirely open to the grand European project. With various car industry bosses already threatening to 'reconsider' their UK manufacturing operations in the event of a 'Brexit', changing the status quo would seem to put the existence of most of these cars at risk, or at least risk forcing their factories overseas.

Still, no more politics today – just cars. If things go badly, 2016 could be the last year in which the UK still makes a sufficient number of £20,000 five-door family hatchbacks to fill eight pages in this magazine. Given that we've just had another one join the ranks, what better excuse to decide which is best? It has not been possible to buy a family car built in Britain by a wholly British-owned company for more than a decade, but you can still put your money to work for the protection of UK jobs, the UK supply chain and the general health of the UK economy. So – assuming you want to, even if only for argument's sake (calm your politico letter-writing fingers, dear reader) – what's the best car with which to do it?

Our plan is to start this test with some driving and photos here at our 'home' test track, before driving all six cars about 70 miles south-west to the winding roads of the New Forest. Tomorrow, we'll wind up at Southampton Docks for a final rendezvous at the place where British-built cars leave our shores for export markets in their hundreds of thousands every year. By then, after much back-to-back comparison and the usual razor-sharp live road test analysis, I'm hoping the Jersey cream will have risen to the top of this mixed-up group.

And how mixed up it is. We're dealing with cars from several niches of the market here, designed to appeal to quite different customers and address quite different missions →

# LOCAL HEROES

British-owned volume car makers may be long gone, but with the new Infiniti Q30, the British-built hatchback ranks are swelling. So which is the UK's best locally assembled £20k five-door? **Matt Saunders** decides

PHOTOGRAPHY LUC LACEY





Auris inclines you to drive gently for economy or thrash it for merely brisk progress

← and tastes. The Civic, Astra and Auris sit comfortably enough as fairly traditional volume-brand family five-doors, but the Qashqai, Q30 and Clubman all depart in less traditional directions in the pursuit of premium-brand allure or crossover-styled trendiness or added-value practicality – or all three. We may need more than one winner. Or maybe we won't.

#### INFINITI Q30 VS NISSAN QASHQAI

First up, we'll explore a curiosity I've been harbouring since doing our full road test on the newest car here: the Infiniti. If Nissan's top brass wanted to create an upmarket hatchback for its emergent premium brand – particularly one with a

**'The 1.5-litre diesel engine seems just a little better isolated in the Infiniti'**

raised pseudo-crossover ride height and hip point, both of which the Q30 has – why wouldn't it start with the very highly developed platform of the class-leading compact crossover that it already has, instead of licensing one from Daimler that, frankly, doesn't seem as good?

Questions like this are commonly kicked about at Autocar HQ and aren't often answered. We're supposed to accept 'just because' as a reason, like some petulant six-year-old being scalded by his nan. I dare say the Mercedes-Benz MFA platform is lighter and stiffer than the Renault-Nissan Alliance platform in question and compatible with many more of the latest active safety technologies

that marketing people consider key for a premium product. But right now, those advantages don't seem to amount to much.

Infiniti has created a car here that has exactly the same big-volume diesel engine as the Qashqai but doesn't ride, handle or steer as well as the Nissan and isn't as comfortable or as spacious. It's as plain as can be. The Q30 is a pleasingly soft-riding thing on its standard suspension settings, but it isn't nearly as supple or skilfully damped as the Qashqai. It rolls harder than the Nissan and doesn't steer with anything like the same consistency of weight or pace.

The Qashqai's major controls all feel more carefully honed and





are easier to use than the Q30's, in fact, and the Nissan's cabin is considerably roomier up front and in the back. The Q30's cabin is presented in much less plain and ordinary fashion, and on some of the other points we must accept that we're not quite comparing apples with apples. There's a QX30 in the pipeline that'll allow us to do that more properly later. But the QX30 will need to be more than just bigger inside to correct all of that.

We're on the road now, headed towards the M3 for the beginning of our trip south-west. One thing you can praise the Q30 for is refinement. The 1.5-litre diesel common to both the Q30 and the Qashqai seems just a smidgen quieter and better isolated in the Infiniti. The engine is a bit laggy down low and feels slightly weak when revved beyond 3500rpm, but it redeems itself with a useful slug of torque between 2000rpm and 3000rpm, which is enough to propel either car along with decent conviction. By a whisker, it's more pleasant to interact with in the Qashqai, due to the Nissan's superior gearshift quality. But it's not really an outstanding selling point in either car, there being more frugal, more tractable and more powerful motors elsewhere in our group.

And, to revisit the mysterious platform strategy one last time, the Q30 also manages to be less

economical and less CO<sub>2</sub>-efficient than the Qashqai, as well as heavier and slower – all according to manufacturer claims. Go figure. Needless to say, the Nissan wins our contest of sibling rivals hands down.

#### **VAUXHALL ASTRA VS TOYOTA AURIS**

Fleet services is currently earning itself a special place in the affections of the road testers on our trip because it has a drive-thru coffee shop. You can therefore take on many hundreds more calories than any hot drink ought to contain without needing to leave the comfort and warmth of your brand-new borrowed test car. Most agreeable. After that, being expected to get out and pump your own fuel seems a bit of a liberty, but it's one we endure, before shuffling between cars and pressing on towards the south coast.

Now to turn to the closest thing to direct rivals within this group: last year's all-new Astra and the Auris. They're not a perfect match, the Vauxhall being powered by a 1.6-litre diesel engine that can safely be considered the outstanding powertrain in its range, and the Toyota a 1.8-litre petrol-electric hybrid. And yet the cars have identical peak power outputs, they're within £500 of each other on list price and both promise to top 70mpg. Although they're both doing everything they can to convince →



#### **Honda Civic**



Solid, simple and quietly classy inside; rear seat bases tip up for a useful cargo space

#### **Infiniti Q30**



Upmarket ambitions are readily apparent, but it's less roomy than its Nissan sibling

#### **Mini Clubman**



You'll know instantly whether or not you like its distinctive look; rear is best for two

#### **Nissan Qashqai**



Space and practicality are built into an interior that also has decent feelgood factor

#### **Toyota Auris**



Auris feels soundly assembled inside but there's limited space, especially in the back

#### **Vauxhall Astra**



There's almost as much space here as in the Qashqai, a modern look and lots of tech





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Mini Clubman tries to cater for both the keen driver and a family's needs but is too highly strung dynamically; Astra has a fine engine and good handling, yet it lacks polish

← us otherwise, these are meat-and-potatoes cars. The Auris's styling may be exaggerated and unusual, but underneath it's as ordinary as hatchbacks get – in spite of the hybrid powertrain. The Astra, by contrast, has many of the ritzier trims and touches of a premium product. It looks nice enough. And yet it ends up conjuring up about as much desirability as a pair of Marks & Spencer long johns.

A nice pair, mind you. I'll admit to having higher expectations of the Astra than the Auris. My only exposure to the Vauxhall until now was with a 1.4-litre turbo petrol model. With the more fleet-friendly 1.6 CDTi, the car places itself inside the top three here for outright power, 0-62mph performance and claimed fuel economy. It ought to be a contender, then.

And in some ways it is. Its cabin rivals the Qashqai's on passenger space thanks to some very clever packaging. It's great value, too. It feels very modern and generously equipped inside, getting an impressive 8.0in infotainment and navigation system as standard, as well as an in-car 4G wireless hotspot, and yet it still pitches in as the cheapest car on test.

The Astra's engine feels strong and flexible, and the more you ask of the suspension, the more creditable the handling seems. The car grips hard,

pivots keenly underneath you and always keeps firm control of its body over bumps and through corners. All in all, it feels like nine-tenths of a very good car – but ultimately an unfinished one.

For all of its strengths, the Astra's lack of refinements consistently reminds you that it's a relatively downmarket product next to most of the cars with which we're comparing it. The car's ride is noisy, fidgety and just a little bit wooden. Its controls feel springy, sticky and grabby where others feel more polished and smooth. Its driveline is a touch coarse, with clunkiness and shunt in evidence at low speeds, and some of the interior plastics look cheap, and others will bend and creak when you touch them, with moulding flash lines in evidence here and there, too.

That the Auris feels more solid, more robust and better finished inside wins it a certain number of points, but that lead is surrendered and then some as a result of the car's relative shortage of interior space and general ergonomic malaise. I can't remember the last time I drove a full-sized hatchback that didn't have any reach adjustment on the steering. The Auris's column adjusts for rake angle, but just as they might have done in a 1990s Corolla, taller drivers are made to choose between sitting too close to the pedals or too far from the wheel. Endearing, it ain't. Even

**'The Astra feels like nine-tenths of a very good car – but unfinished'**

if you do opt for being too near the pedals, the space left for back-seat passengers is disappointing, and the boot is even-stevens with the Mini's as the smallest here.

On the road, the Toyota does many things reasonably well, but the effect of that hybrid powertrain is to completely polarise the driving experience: you're either tickling the car along as slowly, serenely and economically as possible, or you're torturing it right up to what feels like the limit of mechanical endurance in an attempt to make remotely brisk progress. The Auris Hybrid has no middle setting.

Risk a moderate throttle position on anything approaching an incline →



Of these six, five have standard hatchbacks; Mini ploughs its own twin-doored furrow





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123D » 252 BHP

316D/216D/116D » 160 BHP  
318D/218D/118D » 225 BHP  
330D E90 » 296+ BHP  
320D E90 » 215 BHP  
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435i/ F30 335i » 390 BHP  
428i/328i » 295 BHP  
535D / 335D / X5 SD » 355+ BHP  
640D/335D/535D/435D » 390 BHP  
730D » 305+ BHP  
X5 4.0D / 740D » 370 BHP  
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Q30 is more about ride than handling; Civic shows some pliancy and crisp responses

← and it'll leach speed and momentum like a 50cc moped. Fail to drive it as if Miss Daisy were on board and you can forget about class-leading economy, or anything close to it. Almost two decades on from the launch of the original Prius, this is still the reality of the Toyota hybrid driving experience. And although the early signs may be encouraging, it remains to be seen if the new Prius can meaningfully change it.

#### HONDA CIVIC VS MINI CLUBMAN

Having found comfortable beds and a fulsome breakfast nearby, we're out on the lanes of the New Forest early on day two of our test. The corners are narrow and often bumpy and the

**'The Civic is substantively different. As a result, it works better as a hatchback'**

speed limits decidedly unpredictable, while the locals tend to have hooves and aren't so well versed in the Green Cross Code. Here, where the one car I expected to excel on more testing roads is showing its limitations, another one I've barely regarded at all since including it in our line-up is reminding me of its class. The Clubman appears to offer the best of both worlds to keen drivers with typical lives to lead: lively, engaging performance and handling with enough space and convenience for the kids and the travelling clutter. A nice idea. But driving one soon makes you realise that, however you might regret it, you don't want your everyday car to ride and handle quite like a Mini. Well, I certainly don't.

The weighty, staccato gearshift, extra-direct steering, fast handling responses and high grip levels combine to make it a much more engaging drive than anything else here – and 148bhp and 243lb ft play their part as well. The Mini is fun. But grown-up family five-doors have to be more than fun, and not long after enjoying a merry flit around a few empty B-roads, I'm not sure I want to take it home and really use it.

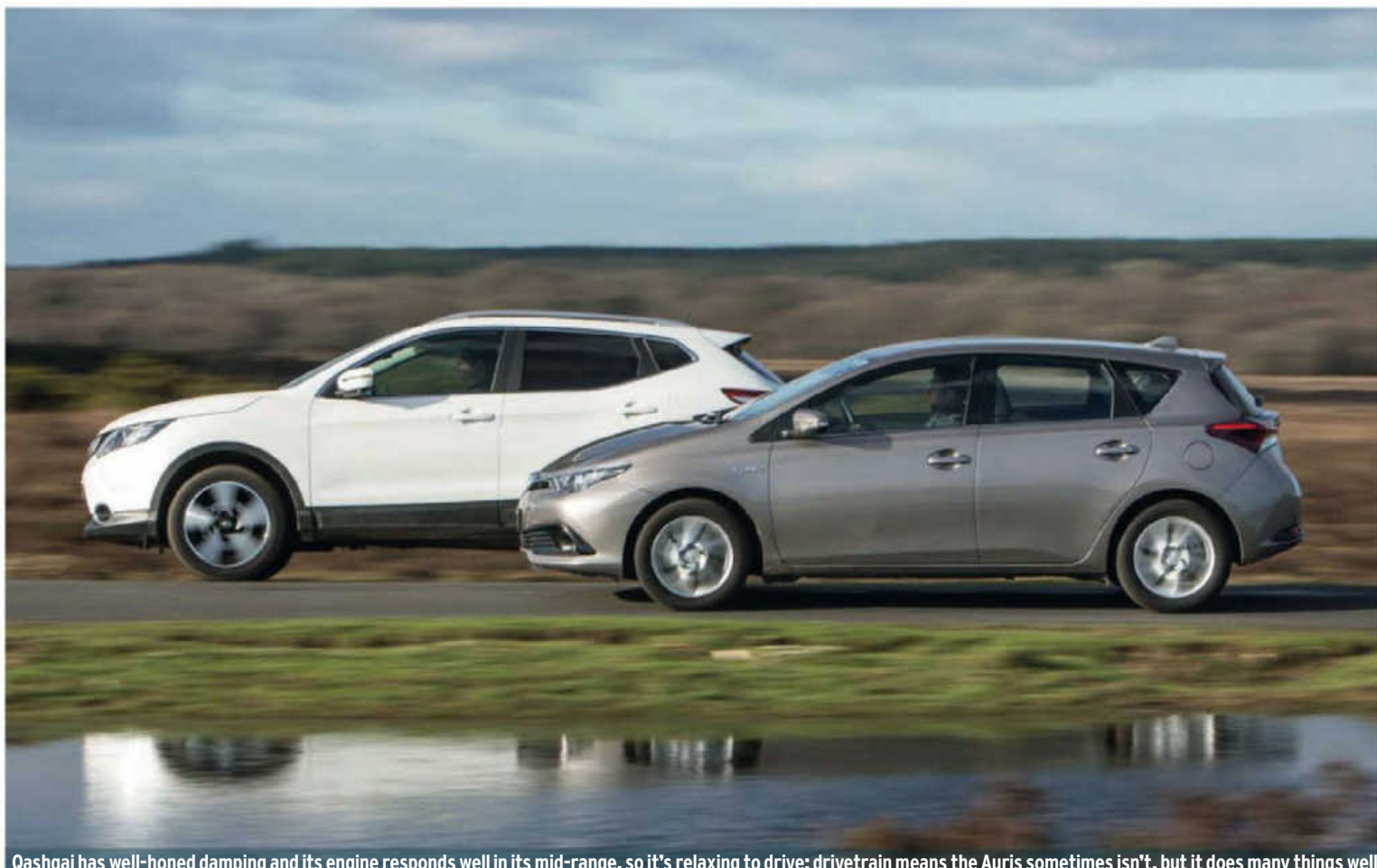
The car's ride, on Bridgestone run-flat tyres, is noisy, short and abrupt. Its seats are hard and flat and a wearing stretch downwards to get into. Its boot, although clever, still isn't quite as big as it ought to

be, and, from the downsized rev counter to those twin back doors, it's full of features that are quirky but don't work as well as they might. Will most owners care? Not much, I dare say. Charm and desirability, those intangibles that the likes of the Astra and Auris so tellingly lack, carry the car a long way. As does the quality of its fixtures and fittings.

But how many Clubman drivers, you wonder, would be able to park up next to something so unassuming as a Civic and then be able to stand back and point to the really innovative car? Beneath the Honda's oddball styling lies evidence of some genuinely liberated thinking: a fuel tank moved forwards under the front seats, a flip-up second row useful in all sorts of ways, and a very large boot. The Civic is substantively different, not superficially so, and works better as a hatchback as a result.

To sit in, the Honda feels strange to begin with. You perch slightly high and, with four instrument displays in front of you, don't quite know where to direct your attention to first. But these are much bigger bugbears for a road tester than they would be for an owner, I reckon. They're unusual, but you'd get used to them. Elsewhere in the cabin, the Honda's materials and switchgear look and feel solid, simple, robust and quietly classy.

Its 1.6-litre diesel engine is a touch noisy from cold, but it settles to a →



Qashqai has well-honed damping and its engine responds well in its mid-range, so it's relaxing to drive; drivetrain means the Auris sometimes isn't, but it does many things well





Home run: Astra is made at Ellesmere Port, Auris at Burnaston and Civic at Swindon



◀ cruise that's fairly quiet, and the combination of flexibility, outright punch and real-world economy it delivers is genuinely appealing (an easily achieved real-world 60mpg, no less). Its ride is supple and well isolated – a little restless at times but otherwise very measured. And the handling is crisp and coherent, with meaty steering, a weighty clutch and a slick gearshift all impressing.

#### ALL SIX IN THE DOCK

End of the road – almost literally. A couple of hundred yards ahead of us, Southampton's Cunard Road ends and Southampton Water begins. We're the guests of Wallenius Wilhelmsen, shipper of close to

**'None would slot into your life more readily than the Nissan Qashqai'**

200,000 UK-built cars to export markets every year, not to mention tens of thousands of foreign-built BMWs into the UK. Two enormous, very square-looking vessels are moored up, and the staff here claim they're just tiddlers. Time to decide which of these cars most deserves its place on the quayside.

The wooden spoon is easily handed out. The Auris is an odd concoction. It's part city-friendly, forward-looking hybrid, but mostly like a 25-year-old bland Japanese hatchback that has inexplicably survived deletion largely unaltered for all that time. How ironic it is, then, that Toyota's top brass are so far the only industry decision makers

to publicly commit to continuing UK car-making operations whether Britain votes 'in' or 'out'.

Farther up the order come the Q30, the Astra and the Clubman. There isn't a bad car among them, but we could certainly call the Infiniti the most under-achieving. The Astra is commendable but plain and the Mini desirable and fun, but flawed.

Which leaves just two. At the end of two days and plenty of mileage, it's readily apparent that the Qashqai and Civic are Britain's finest volume hatchbacks. If I could put only one of them on the boat, it'd be the Nissan. The fashionable fervour for crossovers may be what's fuelling its current popularity, but



	1 Nissan Qashqai 1.5 dCi 110 N-Connecta	2 Honda Civic 1.6 i-DTEC Sport	3 Mini Cooper D Clubman	4 Vauxhall Astra 1.6 CDTI SRI Nav	5 Infiniti Q30 1.5 dCi 110 Premium Tech	6 Toyota Auris Hybrid Business Edition
<b>Price</b>	£23,730	£21,790	£22,385	£21,480	£26,430	£21,895
<b>Engine</b>	4 cyls, 1461cc, diesel	4 cyls, 1597cc, diesel	4 cyls, 1995cc, diesel	4 cyls, 1598cc, diesel	4 cyls, 1461cc, diesel	4 cyls, 1798cc, petrol, plus electric motor
<b>Power</b>	108bhp at 4000rpm	118bhp at 4000rpm	148bhp at 4000rpm	134bhp at 3500rpm	108bhp at 4000rpm	134bhp
<b>Torque</b>	192lb ft at 1750rpm	221lb ft at 2000rpm	243lb ft at 1750rpm	236lb ft at 2000rpm	192lb ft at 1750rpm	105lb ft
<b>0-62mph</b>	11.9sec	10.5sec	8.6sec	9.0sec	12.0sec	10.9sec
<b>Top speed</b>	113mph	129mph	132mph	127mph	118mph	112mph
<b>Gearbox</b>	6-spd manual	6-spd manual	6-spd manual	6-spd manual	6-spd manual	e-CVT
<b>Kerb weight</b>	1365kg	1307kg	1395kg	1360kg	1486kg	1385kg
<b>Economy</b>	70.6mpg (combined)	78.5mpg (combined)	68.9mpg (combined)	72.4mpg (combined)	68.9mpg (combined)	78.5mpg (combined)
<b>CO<sub>2</sub>/tax band</b>	103g/km, 18%	98g/km, 17%	109g/km, 19%	103g/km, 18%	108g/km, 19%	82g/km, 13%
<b>Insurance group/cost</b>	13, £457	15, £501	18, £562	16, £522	14, £479	10E, £399



that success is underpinned by excellent design, expert tuning and very skilful execution. It could use a better engine, true. But none of the rest of our pack is as comfortable or convenient, as slick or easy to drive and to use as the Qashqai. None would slot into your life more readily and be ready to do more for you.

But although the Qashqai may be getting our only spot on the boat, I'm actually most keen to keep the Civic. I knew the Nissan was a strong car before even conceiving this exercise – but I couldn't have guessed how closely the Honda would challenge it. Almost as usable and even more practical than the Qashqai in some ways, the Civic is Britain's

underrated, misunderstood gem. Innovative and interesting in ways the rest of the Brit pack just aren't and almost as rounded as anything else we make, it's frugal, good to drive and somehow so understated, even though it looks like an extra from Battlestar Galactica.

Like it or not, owning a Clubman makes a statement about you. Although the messages are very different, the same goes for a Qashqai, an Astra and an Auris. But owning a Civic says almost nothing at all, it seems to me – and what's more, I dare say that's a commodity that we Brits would pay a great deal for if only we were smart enough to consider it. **A**



Current Qashqai builds on the original's sales success with all-round improvements



# THERE'S NO PLACE LIKE HOME...

...especially for chassis development,  
because Britain's roads are uniquely  
demanding on a car, as Vauxhall-Opel's  
top chassis tuner tells **Matt Prior**

PHOTOGRAPHY LUC LACEY







**A**ll you need you will find here.” No, I don’t suppose that’s usually a phrase you’d associate with Bedfordshire, but here we are, by the roadside in this noble county, discussing the finer points of vehicle ride and handling. The M1 drones in the distance. Woburn Safari Park is just down the road. It doesn’t feel like we’re in a European centre of ride and handling excellence, but don’t knock it.

I’m here with Michael Harder, head of chassis development at Opel and Vauxhall. And he’s not taking the mickey. “It’s the combination of primary and secondary events,” he says – in other words, the hard time our rubbish roads give a car’s suspension – that makes the UK so invaluable to what he does.

General Motors, parent company of Vauxhall and Opel, used to own Millbrook proving ground, near Ampthill in Bedfordshire. Today, GM retains a small engineering centre on this independently run site, but it’s the roads around the area that are more useful for Harder and his team – so much so that they usually informally base themselves at Vauxhall’s HQ in Luton rather than go through the high-security rigmarole of using the Millbrook facility. It’s real roads they’re interested in anyway.

All new Vauxhall and Opel models have their suspension tuned and signed off in Britain – on these roads in Bedfordshire and around north Wales – as well as back in Germany. The roads are quieter in Wales than Bedfordshire, and faster, too, but when it comes to trying different iterations of suspension tune, it’s quicker to drive from Woburn to Luton and throw on some new dampers or tyres than it is to go from north Wales to Vauxhall’s Ellesmere Port plant, where the team base themselves when they’re there.

Besides, it’s tuning at speeds of less than 60mph that Harder is interested in getting from the UK. “If you tune that right here, you only have to do highway tuning elsewhere,” he says. “At home [in Germany] you don’t get much back at below 100km/h. A high lateral g only comes at a higher speed.”

Britain, Harder says, with its tighter roads and poorer surfaces, which might have multiple crests and bumps but, at the same time, rippled asphalt that’s different on each side of the car, is the place to tune ride, steering response and chassis agility.

“The driving speed feels much faster than it is because you have blind corners here,” Harder says. “You have to react quite quickly and so does the car.” Not that setting a car up for those roads is without its issues. “If you get it right at 100km/h, the car can be too darty at 180km/h,” he says. In the past, that has meant →





Harder says there isn't the demand to do a sports chassis

## 'We are still allowed steering differences between UK and EU cars, but we try not to use them'

← different chassis settings were chosen for UK cars and those sold in mainland Europe, but it's a habit GM is trying to get out of.

"With electric power steering, you can tune that [dartiness] out," explains Harder. "We are still allowed to have steering differences between UK and EU cars, but we try not to use them." That seems sensible

enough. During production, "it's just an extra thing to cause confusion".

Likewise, Vauxhall-Opel is trying to do away with different chassis settings across its cars' ranges wherever it can. "If we were asked to do a sports chassis, we could, but there isn't a demand," Harder says. When it came to Vauxhalls, SRi used to really mean something. These

days, only VXR does, leaving SRi as just a trim level.

"Most people, let's face it, go for the looks," says Harder. Bigger alloy wheels and spoilers will do it for people, but apparently GM thinks they don't need a 'sporty' feel to accompany it. "It's frustrating, but 95% of them don't care, so long as the car is within certain parameters."

What defines these parameters are some of the really interesting, analytical bits about being a chassis engineer. Things like steering weight, ride quality and body control have an operating window of acceptability. For example, if the steering is too light, drivers won't like it. Likewise, they won't if it's too heavy. GM calls these areas 'loss



Vauxhall uses UK roads for tuning up to 60mph and German roads for high speeds



Tuning the electric power steering remains the biggest challenge for Harder's team





functions' and Harder says "the hard ones are where acceptability falls off both ends", like with steering weight.

Some elements are only unacceptable at one end. "So, for example, you can't have enough body control," explains Harder, but you can have too little. However, if you tie a chassis control down too fiercely? "You get choppiness."

Deciding what's right and wrong among all of this relies on the skill of a chassis tuning team who can respond to what people feel. GM has a guinea pig group of employees who aren't technically trained but who give their feedback. Harder and his team analyse what they say and use the feedback to help set up their cars.

Apparently, it's useful. There was a time, for example, when engineers thought people wanted really light steering while manoeuvring. "But for the past couple of cars, we haven't set the steering to be very light at parking speeds," says Harder. "At

less than 5Nm [required steering force at the rim], nobody complains about steering effort."

The upside of that is there's more consistency to the rim as speeds rise. Worse than having to put in a bit more effort in town was the way the steering regained weight as speed rose, which it had to, to feel stable. "At 10, 20 or 30km/h, you'd have to have a step change in steering weight," says Harder. The unskilled drivers might not have known what that change was, but they knew they didn't like it.

The steering is still the hardest part of chassis tuning, though. Electric power assistance brings with it a lot of advantages over hydraulic steering – it's more fuel efficient and there are more things that can be tuned, for example – but electric power-assisted steering (EPAS) isn't without its problems.

"An EPAS system has by nature more friction in it – maybe double

that of an HPAS system," says Harder. So it can naturally feel sticky. "But retuning that [so it steers more easily] eats returning forces," he says. That means the steering is less likely to wilfully self-centre – and that's a very natural-feeling thing, which good cars do well. "You can overcome that by increasing castor [angling the tops of the struts back so the wheels centre more obviously] but there's a limit: there's A-pillar encroachment, and with more castor, the forces required to steer go up. So you need a bigger electric motor, which means more friction again."

Friction compensation, Harder says, is the most difficult thing to get right, dynamically. But like everyone else, he's wedded to electric assistance; fuel economy pressures rule out a return to hydraulic steering. "And besides, none of our engines have pulleys on any more."

Chucked in to all this compromise are the different wheel and tyre sizes

that are so prevalent in Europe. "In the US and elsewhere, tyre sizes are usually fixed," says Harder. "Europe is different. We tune for a volume tyre because the car has to be forgiving for tyre changes. The 17in wheel is what we think is the volume tyre."

The 17in wheel – as fitted to our test Astra – is Harder's preferred dynamic set-up. "The vertical rate [ride harshness] goes up with the wheel size, so for a ride/handling compromise, the 17in wheels I like," he says. Bigger wheels not only have lower-profile tyres but are also heavier, which affects ride quality too. "You can buy your way out with more expensive, lighter wheels," says Harder. "When tuning the VXR/OPC, I tested light 18in forged and Insignia non-forged wheels and was amazed at the difference." But? But the cost isn't possible to wear. "Not on a compact car," he says.

And so the compromise goes on, on a road near you. **A**

## 'Electric power steering has maybe double the friction of hydraulic power steering'

UK's tight, twisty roads feel faster than they really are



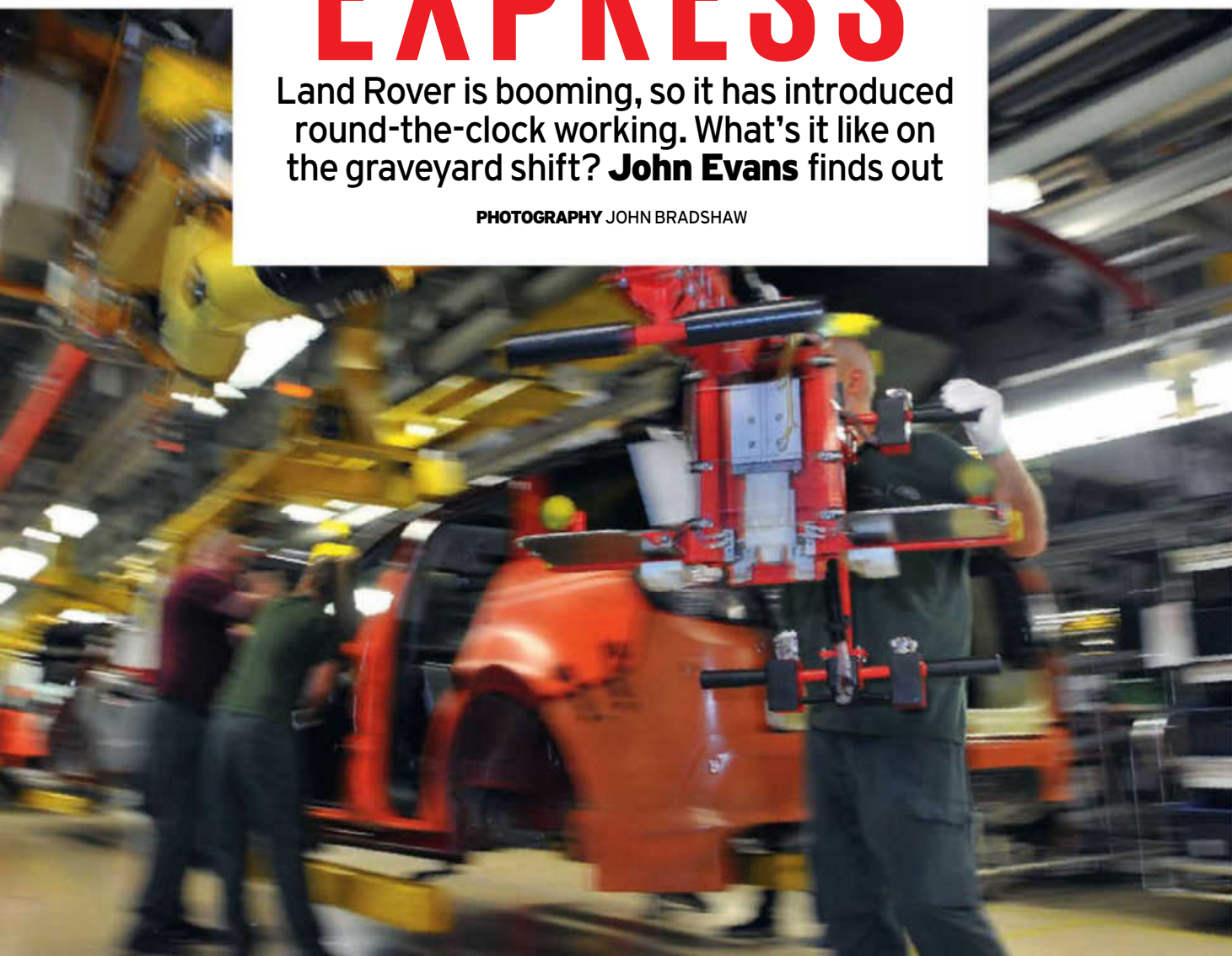




# MIDNIGHT EXPRESS

Land Rover is booming, so it has introduced round-the-clock working. What's it like on the graveyard shift? **John Evans** finds out

PHOTOGRAPHY JOHN BRADSHAW







Disco Sport and Evoque have been huge successes



Halewood team hovers as our man gets involved on the line

It's midnight at the oasis – the manufacturing bright spot that is JLR Halewood. Last year the plant produced 184,000 Range Rover Evoques and Land Rover Discovery Sports. Add production from the company's other two manufacturing sites – Castle Bromwich and Solihull – and the combined figure of almost 490,000 was sufficient to make JLR the UK's number one car producer in 2015.

I'm working on the night shift, taking a break between sticking Range Rover badges on Evoques to ask my fellow line workers what it's like toiling away at Halewood when much of the country is asleep.

Not that you'd know it was midnight. For one thing, there are no windows in the walls of the vast production area, and for another, I haven't seen anyone walking in circles, clutching a vital component and demanding a bedtime story.

All the same, there is, I imagine, something a little different about working the night shift, which runs from 2230 to 0630 Monday to Thursday – it finishes early Friday mornings – compared with lates (1430-2230) and earlies (0630-1430), which run from Monday to Friday.

For one thing, there's the simple fact that while the rest of us are away with the fairies, 1000 Merseysiders are labouring amid a maze of overhead tracks conveying Evoques and Discovery Sports at various stages of completion, to emerge fully formed into the cold night air at the rate of one every 80 seconds (from coiled steel to finished vehicle takes 48 hours).

There's also the fact that among those curled up in their beds are many of the managers who, by day, pace up and down the Halewood plant poking, prodding and fixing. "We're virtually on our own at night," one supervisor tells me, with not a little relish. "If there are any problems, we fix them."

This, if I'm not being too fanciful, seems to breed a spirit of 'we're in this together' – a feeling that if you make a slip or something plays up, your mates and supervisors will help.

However, there's another, more powerful factor at play, too: a sense →

**'We're virtually on our own at night. If there are any problems, we fix them'**



← that what's happening here at Halewood between the hours of 2230 and 0630 is too good to throw away.

The Range Rover Evoque was launched in 2011. It was an immediate hit that took JLR completely by surprise. In 2012, with delivery times standing at nine months, the company decided to introduce round-the-clock production. The 1000 vacancies attracted 35,000 applicants.

John Witty, a team supervisor, tells me how the significance of that moment is not lost on any of his 1000 colleagues in the plant tonight.

"Like most people here, I've done all sorts of jobs in the past and I've known three-day weeks, too," he says. "None of us want to go back to that. This plant is being utilised 100% of the time, which means we're doing something right. If we keep doing it right, that means security for all of us – for people like me with a family and a mortgage, as much as for younger people just starting out who want to build a life and a career. Working nights is a massive deal."

It isn't just JLR employees who appreciate the night shift. During the course of a 24-hour working day, 6000 people will pass through the factory gates, including around 1800 contractors and suppliers. Some of those contractors, mainly DHL workers (the company is JLR's logistics provider) are on the night shift, busily bringing components from the suppliers to the production line, just in time to be picked and fitted to the cars.

I arrive on the production line just as the previous shift – called the late shift – is ending. To ensure production isn't delayed more than is necessary, most of the night shift crew have clocked on and taken over their so-called 'oppos' responsibilities. This allows the departing late shift workers to clock off bang on 2230. By 2227 the queues of lates at the wall-mounted clocks are at least 15 deep. Most of the workers – called associates – are quiet, staring into space and winding down from eight hours of production line toil. As 2230 arrives, there's a burst of activity as they swipe their ID cards over the

**'In winter you get home and can get to sleep quite quickly. Not so in summer'**

## **'If we keep on doing it right, that means job security for all of us'**

machines and leave the plant. By 2231, Halewood belongs to the night shift, plus one rookie: me.

Tonight, I'll be putting the hallowed Range Rover badges on the noses of Evoques, as they pass down the production line [see panel].

As long as I can stay awake. It's 2230. I'm tired. I want my bed. Doesn't everyone feel like this?

Apparently not. John Whiting, a 45-year-old associate who will keep an eye on me, is not only cheerily pressing on badges but also installing third-row seats in Discovery Sports.

"It takes until Wednesday night to get into the night shift rhythm," he says. "Your sleep pattern on the Monday night is the worst. In winter you get home and go to sleep quite quickly, but in summer it's much harder. Most mornings I sit up with my wife, have breakfast, grab a shower and then turn in. I'm up at 2pm and potter about until it's time to go back in. You get used to it."

At the next work station is 21-year-old Gemma Fitzgibbon. She's deftly installing dashboards with the aid of a robot arm that selects the component (it's bar-coded to ensure the right fascia goes into the right car; there are 400,000 component permutations to manage), slides it through the car's door aperture and attaches it in seconds. She's on top of things. How?

"It's the last day of the night shift," she says. "It takes the first couple of days to adjust. At the beginning, people are tired and quiet, but as the week goes on you get used to it, and because tonight we'll finish at 0630, we'll have a long weekend. Our next shift rota is lates, which starts at 1430 on Monday."

The shift rota changes weekly and is known by the sequence in which the shifts fall as 'Len': lates, earlies, nights. All things considered, it doesn't sound so bad: four days of nights followed by a bank holiday weekend, every three weeks.

As I offer up the name badge to my first Evoque of the night, I wonder what my chances are of being among the one in 35 fortunate enough to win a job at the Halewood production line the next time JLR launches a recruitment drive. **A**



Staff are happy that orders warrant a night shift



Production line team is fully invested in the products it builds





## FITTING A RANGE ROVER BADGE



Badge feels like it'll come off when you remove the backing tape, but it sticks fast

IT HELPS THAT, with different models following one after the other along the production line, Land Rover Discovery Sports are clad in orange rubber protectors and Range Rover Evoques in grey. In your nocturnal absent-mindedness, you don't want to affix the wrong badge.

You take a large plastic frame with a cutaway for the self-adhesive Range Rover badge and, with the aid of alignment lugs, slide

it onto the Evoque's bonnet in line with the creases. Now the badge is exactly where it should be, so you carefully lower the frame until the badge makes contact with the bonnet and flick down the sucker pad to secure it tightly. The hard bit is ripping the backing off. You think it's going to take the badge with it, but the glue holds firm.

A quality controller a few steps down the line gives my handiwork the thumbs up. And breathe...

## UK CAR MANUFACTURING BY BRAND

Manufacturer	Model range	2015	2014	% change
Jaguar Land Rover	F-type, XE, XF, XJ, XK, Defender, Discovery, Discovery Sport, Evoque, Range Rover, Range Rover Sport	489,923	449,507	9.0%
Nissan	Juke, Leaf, Note, Qashqai Infiniti Q30	476,589	500,238	-4.7%
Mini	Mini	201,207	178,993	12.4%
Toyota	Auris, Avensis	190,161	172,215	10.4%
Honda	Civic, CR-V, Jazz	119,414	121,799	-2.0%
Vauxhall	Astra	85,241	77,836	9.5%
Others		25,142	27,560	-8.8%
All makes		1,587,677	1,528,148	3.9%

Figures from the SMMT

## HOW TO PREPARE FOR THE NIGHT SHIFT AND SURVIVE IT

Night shifts run 2230 to 0630. It's tough to begin with, but it gets easier as the week goes on, as long as you do the following:

- At home, wear earplugs when sleeping
- Fit heavy black-out blinds in your bedroom
- Eat properly and drink plenty during your two breaks
- Take Mondays easy and preserve your energy



# Ford Mustang

Now with right-hand drive, but is the rest of it suited to UK driving?

**MODEL TESTED** 5.0 V8 GT Fastback

- Price £34,495 ● Power 410bhp ● Torque 391lb ft ● 0-60mph 5.2sec ● 30-70mph in fourth 6.9sec
- Fuel economy 18.9mpg ● CO<sub>2</sub> emissions 299g/km ● 70-0mph 44.5m ● Skidpan 0.79g

**M**ustang, welcome. The original 'pony' car, long in hood, short in deck and often vast in engine, has too long lingered in the tall grass of European car culture. In the US, its fame in Ford's canon is rivalled only by the impossibly influential Model T and the unimaginably big-selling F-Series trucks. Since its launch in 1964, it has never been off sale, even if its popularity has waxed and waned. But away from North America, and certainly in the UK, the car's import status has rarely progressed beyond ultra-low-volume novelty – despite widespread nameplate recognition.

The reasons for this are simple enough. From Ford's perspective, it did export the Mustang, but it was the idea, not the metalwork, that was



Mustang sales started in the US in 1964

dispatched across the Atlantic. Thus Europe's cheap-to-build fastback coupé was the wildly successful Capri, followed, inauspiciously, by the charmless Probe. In retrospect, this was no bad thing. Cared-for, impossibly pretty mid-1960s classics and V8-engined, late 1960s Mach 1 muscle cars are the Mustangs most encountered in Britain, ensuring that the badge remains largely unsullied

by at least three generations of intervening mediocrity.

Around a decade ago, though, with the fifth generation, Ford rediscovered its stride. Moreover, with the European version long dead and the concept of 'global' cars suddenly fashionable in Dearborn, the possibility of the model's expansion overseas was finally on the table. The sixth generation, engineered from the outset for right-hand drive, realises that ambition. Offering inimitable space, scale and style, it will be sold in both fastback and convertible guises here, starting at just over £30,000 for one with a turbocharged four-pot petrol engine or, more tantalisingly, a little under £35k for one with a 5.0-litre V8. Guess which one we opted to test?

## DESIGN AND ENGINEERING



Right-hand drive production may very well make a telling difference to the number of Britons who'd seriously think about owning this all-American muscle car, but it doesn't instantly make the Mustang a natural fit either for UK roads or for the class of competitors in which it will find itself here.

Nor should it. The car's fundamental difference is to be celebrated – but not before it's →



**WE LIKE** Strong V8 engine ■ Strong appearance ■ Extremely strong bang for your buck



● You can spot official European cars by the daytime running lights integrated into the foglight housings. Next to them are aerodynamic air curtain scoops to reduce drag.



● Standard GT-spec 19in alloy wheels are wider on the back axle than those up front. The 380mm brake discs and six-pot calipers behind are unique to official European V8 cars.



● Trapezoidal radiator grille is the engine's main source of cool air. It features an active shutter on four-cylinder versions. On V8s, predictably, it doesn't.



● Galloping pony badge is a key part of the Mustang's iconography. The original model could alternatively have been called Cougar, Torino or Thunderbird instead of Mustang.







**WE DON'T LIKE** Feels big at times on UK roads ■ V8 is thirsty ■ Not as quick as similar-priced hot hatches



● It's odd for a US sports car to have a metric identifier of cubic capacity, but the V8's size in cubic inches – 302 – might have confused the car's identity with the Boss performance version.



● This diffuser modernises the rear aspect. Back foglight, integrated alongside the lower reversing lights inset into the diffuser shape, is mandatory under European law.



● Twin exhausts are actually quite modestly handled, grabbing little visual attention. The noise they make is pleasingly unsubtle, though.



● 'GT' trim badge on the bootlid is replaced by a repeat of the Mustang motif from the front grille on four-cylinder cars, and Shelby's serpentine badge on the GT350.





● If the toggles were, in fact, rocker switches made from aluminium, we might like them rather a lot. Unfortunately, they're plastic and unpleasant.



● Badging is not militaristic by accident. Designers make no excuse for aping the kind of unambiguous signage one might encounter on an M1 Abrams.



● Ball shifter is as characteristically Mustang as the dimpled golf-effect knob on a Volkswagen Golf GTI. Likewise the long, mechanical throw.



## MULTIMEDIA SYSTEM

The most familiar part of the interior is the infotainment system, because Ford's Sync2 set-up has already featured in European models such as the new Mondeo and facelifted Focus.

The 8.0in colour touchscreen comes as standard with four colour-coded shortcut zones for phone, media, climate control and – if you've ticked the right box – navigation. The absence of navigation as standard is noticeable on a £30,000 car, but Ford has twinned it with an updated 12-speaker Shaker sound system as a £795 option bundle, so most Mustangs will be delivered with it on

board. Our test car had the updated audio system and, although it isn't as magnificent-sounding as the latest equivalents being fitted by the likes of Mercedes-Benz and Audi, it makes a powerful enough noise to just about drown out the V8 combustion soundtrack, should you want to.

The Sync2 touchscreen interface is a bit overcrowded with fiddly buttons and isn't the liveliest display. But it isn't hard to follow its control logic, and connecting a smartphone, via Bluetooth or USB, is painless. The standard reversing camera is good enough to make the optional £295 rear parking sensors unnecessary.





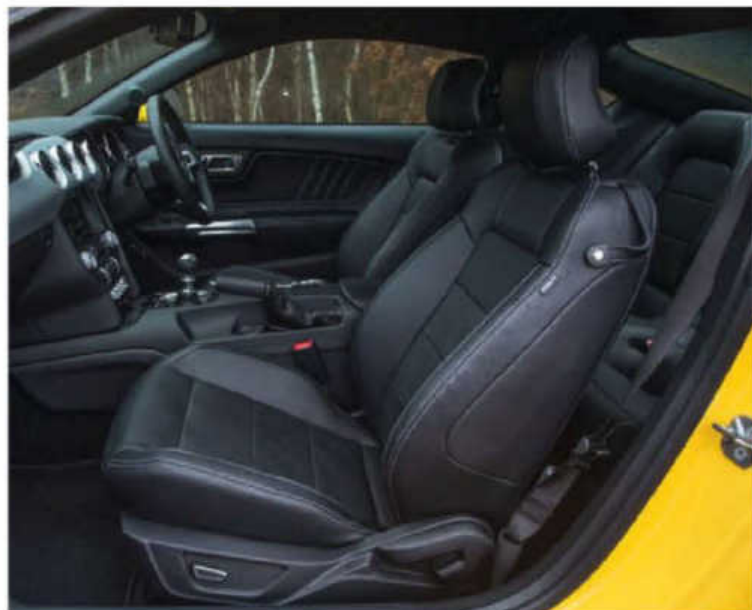
← properly considered. Because even this newly modernised sixth-generation Mustang is a big old lump of Michigan metal. It's fully 2ft longer than an Audi TT, a good 3in wider than a BMW 2 Series Coupé and, in V8 form, 200-300kg heavier than those like-for-like Germans.

The car's biggest outward differentiators from its predecessor are sleeker A-pillars and C-pillars, 'pillarless' construction in between, a lower roofline and wider flanks, the rear track in particular having grown by 70mm. Ford considers the car's trapezoidal radiator grille, 'shark-bite' front bumper and 'tri-bar' LED tail-lights to be design hallmarks, and mostly we'd agree. The car looks menacing and seductive in equal measure and will probably appeal to most owners as powerfully for its looks as it will on bang for your buck.

Made of a mix of high-strength steel pressings, ultra-high-strength castings and forgings and steel tube

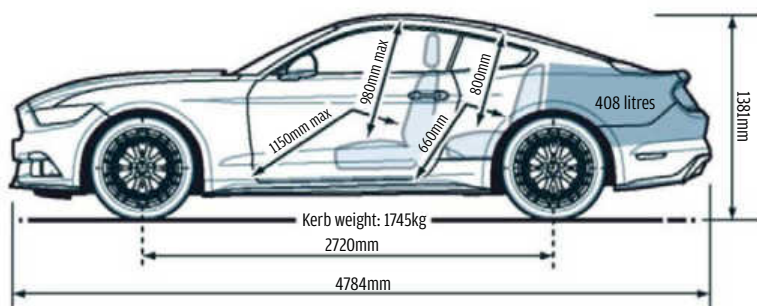
all laser-welded and bonded together, the car's underbody is 28% more rigid than the outgoing version's. Suspension is via MacPherson struts up front, while an 'integral link' multi-link set-up at the rear replaces the unsophisticated live axle that the Mustang has depended on until now. Official European examples get Ford's Performance Pack as standard, adding front strut braces, a thicker rear anti-roll bar and stiffer springs to the specification. They also get uprated front brakes, a bigger radiator and an additional oil cooler compared with their non-passport-carrying cousins.

For now, UK sales will be limited to fastback and convertible bodystyles, 2.3-litre four-cylinder turbo and 5.0-litre atmospheric V8 petrol engines, and six-speed manual or six-speed automatic transmissions. And although the Ecoboost four-pot promises an intriguing combination of sub-6.0sec 0-62mph sprinting →



● Driving position is well spaced out and you sit low, with a high window line. Best of all, the steering wheel is on the right. There's plenty of room as well.

### HOW BIG IS IT?

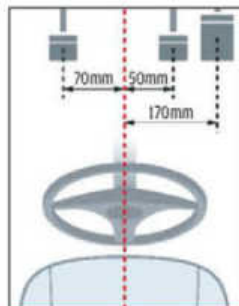


### VISIBILITY

Slim glasshouse, high scuttle and chunky pillars make for only average visibility. It's better than if it had been left-hand drive, though.

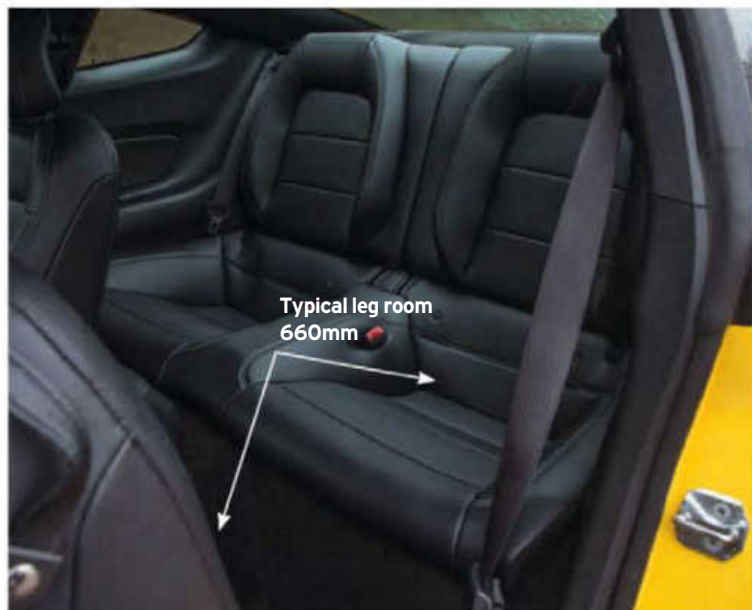
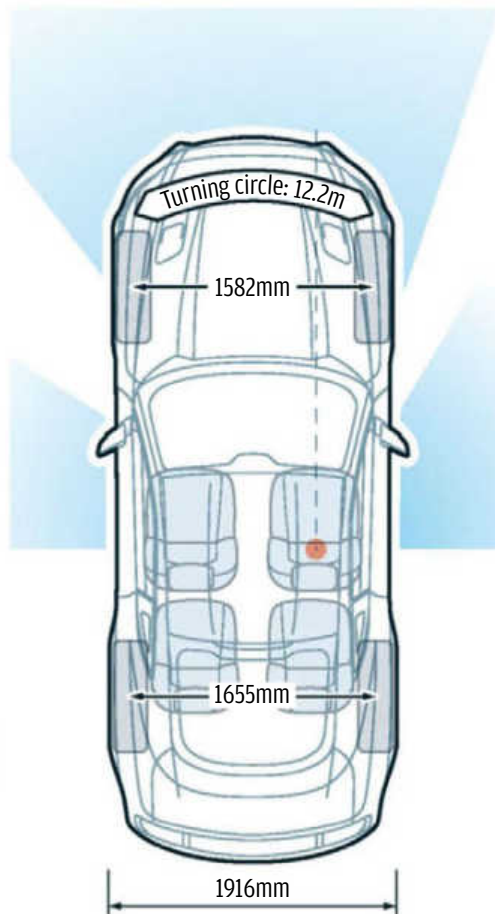
### HEADLIGHTS

High-intensity xenons are standard. There's a decent spread of light and level for dip beam. Main beam is bright, with good range.



### WHEEL AND PEDAL ALIGNMENT

Pedal travel is quite long, but placement is sound. Lots of room between them. Steering column moves for reach and rake.



● Rear quarters are strictly for two people only; the seats are sculpted to make the most of the limited available head room beneath the rakish roofline.



● You're likely to be more impressed by the 5.0 litres at the other end of the Mustang than the modest 408 litres here; access to it is merely average, too.



← and 35mpg-plus touring, it's still the 'Coyote' 5.0-litre, the model we've chosen to test, that's expected to dominate sales. Using port fuel injection and only just having inherited proper variable camshaft timing, it's not the most modern V8 in the world and unlikely to surprise anyone with its fuel economy. But then, 410bhp for less than £35k is damned hard to argue with.

## INTERIOR

★★★★★

It feels special and not a little surreal to finally be seated in a Mustang with the steering wheel on the correct side. The model's half-century of unvarying left-hookerism was unquestionably one of the things that made past versions seem alien and pigheadedly American when driven on British roads. In making the adjustment, the car seems no less idiosyncratic, but

its size and forthright sense of style are somehow easier to assimilate when contemplated from the right-hand side.

Affection for this new mid-Atlantic accent is helped along by a working knowledge of the cabin's non-negotiables. To be a proper Mustang, the car requires large, round dials, a symmetrical instrument panel and a tall but unimposing double-brow dashboard. These are all present and correct – and supplemented by Ford's latest 8.0in Sync2 touchscreen. There's a broad beltline of metallic finish and a lot of vinyl, but the conscious mix of old and new isn't handled particularly flamboyantly. As Ford is fond of saying, the Mustang is designed – not styled.

In the US, this credo helps to keep the car in contact with its blue-collar reputation. The occasional premium touch notwithstanding, the Mustang is still intended as a performance car for the working man, not a delicate

or effete sports car. Arguably, that leaves its finish and straightforward appearance some way short of the upmarket European hot hatch that the same money would buy you – a Volkswagen Golf R owner would cringe at the rudimentary feel emanating from the Mustang's toggle switches – but it also furnishes you with a robust sense of space not encountered in more familiar fare.

For those in the front, the model easily competes with any saloon you'd care to think of for scaled-up roominess. Its exterior width translates into an elbow-swallowing panorama of internal broadness and there's no shortage of head room or comfort, either. Rear-seat passengers – of which there can assuredly be only two – are progressively less well catered for, yet the Mustang remains a bona fide two-door four-seater in precisely the way a TT, for example, isn't. Of course, the big Ford's general dissimilarity to Ingolstadt's preened

coupé is both strength and weakness, as we're about to discover.

## PERFORMANCE

★★★★★

It probably pays not to look too closely at the standing-start acceleration times on offer here. You can fit launch control if you like – and Ford has, and we used it – but whichever way you look at it, the Mustang is a car that weighs 1745kg, wearing winter tyres and tested on a damp winter's day. The bigger wonder is that it reaches 30mph in 3.1sec at all, and it means there's no shame in its 5.2sec 0-60mph time.

To get a broader idea of the Mustang's performance, take a look at the 20mph increments it deals with in fifth gear. You can select the gear at less than 20mph and it'll take you all the way to the other side of 140mph, getting there well within a

## TRACK NOTES

The wet track was unavailable when we visited MIRA's proving ground, but the dry circuit was fairly damp anyway. This and the fact that Ford supplied the Mustang on winter tyres explain why the 'Stang wasn't as fast as it would usually have been around our circuit.

But that doesn't matter, because what matters more than speed is fun. And here the Mustang scores. Because it's front engine (and quite a sizeable engine it is, too), the weight distribution is just over half (54%) to the front, which lends the Mustang an inherently stable balance. It'll understeer a bit if you let it.

But you don't have to let it. If you keep the brakes gently applied as you turn in, it keeps the nose planted. And from that point onwards, you can call on the rear wheels to help you turn as much as you'd like them to. On winter rubber, grip is low enough to let you feel that balance out on the road.

The Mustang stops pretty well, too. In the dry, and on grippier rubber, track days would give them a workout, but they performed well in these conditions.

## DRY CIRCUIT

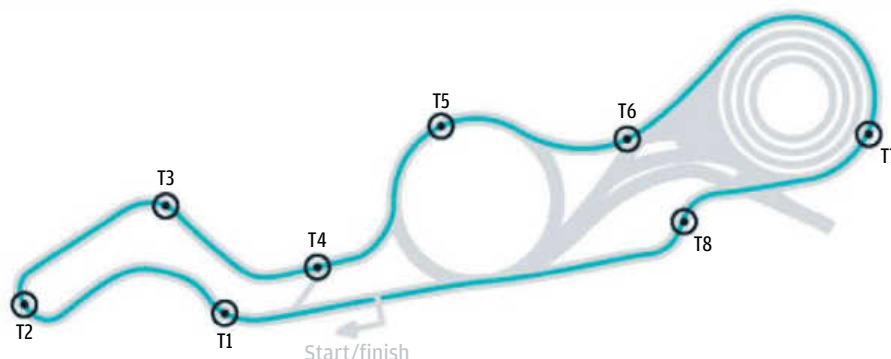
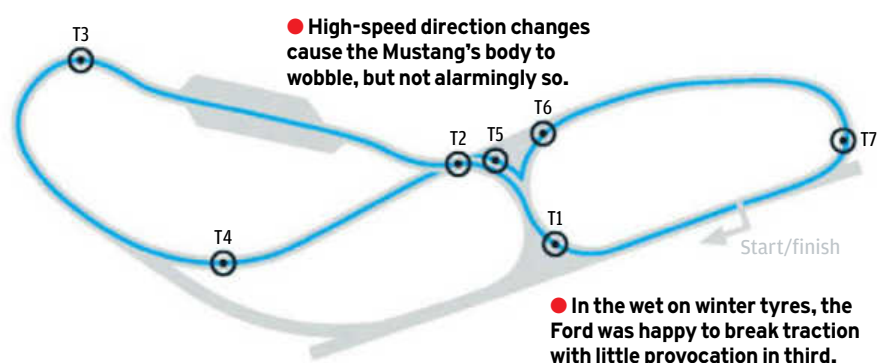
**Ford Mustang GT**  
1min 26.3sec (rain)  
**Chevrolet Camaro SS (2012)**

1min 18.3sec (dry)  
Don't fret too much about the lap time here, because it was wet on the day. What matters is that the Mustang was controllable and a whole lot of fun.

## WET CIRCUIT

**Ford Mustang GT**  
na  
**Chevrolet Camaro SS (2012)**

1min 18.6sec  
We weren't able to take the Mustang on the wet circuit, but bearing in mind the 'dry' circuit was wet, assume much the same will apply.



## ACCELERATION 10deg C, rain

**Ford Mustang 5.0 V8 GT Fastback**

Standing quarter mile 13.6sec at 110.2mph, standing km 25.1sec at 140.8mph, 30-70mph 4.2sec, 30-70mph in fourth 6.9sec



**Chevrolet Camaro SS (2012)**

Standing quarter mile 14.0sec at 107.0mph, standing km 24.9sec at 138.2mph, 30-70mph 4.5sec, 30-70mph in fourth 10.2sec



## BRAKING 60-0mph: 2.73sec







## It's well balanced and settles more quickly than most US sports cars

mile, and pulling hard all the way. A naturally aspirated 5.0-litre V8 is as out of kilter with the times as a print newspaper, but for engaging a gear, planting your foot and rolling with it, there's still very little like one.

Curiously, though, it comes with fewer fireworks than you might expect if you're unfamiliar with brawny American V8 metal, as fitted here, or in Chevrolets (and Vauxhall-badged Holdens). Whereas, say, an AMG V8 fires with a rowdy bark redolent of a Nascar paddock, the Mustang's V8 just turns over with a gentle woofle. Give it a blip of its lazy throttle and it'll still rock the car gently, but V8s are such a non-novelty in the US that it seems Ford is content to do without the show and just let the engine get on with its job.

Which, as it turns out, is no bad job at all. It's strong from idle through to the 6500rpm redline. Throttle response improves the further around the gauge you go but is never searing, and the positive gearshift helps you to drop the Mustang into whatever cog you most fancy. So, no, it's not the most sensational powertrain, but it is one of the most straightforward and effective.

### RIDE AND HANDLING



The cabin spaciousness alludes early on to what the Mustang will be like on the road, once you've slunk down into its seat and shut its long driver's door. (Think twice about tight car parks.) With a high window line

and an interior and driving position well spaced out, you soon get an idea that this isn't going to be one of those drives whose characteristics will major on agility. Instead, you lift the clutch and woofle away with the 2.6-turn-lock-to-lock steering bringing about secure but moderately paced direction changes. The rack itself – like the pleasing, round wheel – is well weighted and geared, mind. It's just that it's more BMW 5 Series in response than it is, say, TT.

Not that this is a terrible thing in itself. As you cruise away, the Mustang, regardless of what weight you ask its steering to provide (there are a few options), eases down slowish roads with a compliant, nonchalant gait. A Porsche Cayman would have got the jiggles by now and a 2 Series might have shifted on its springs a little. A Mustang retains that 5-Series-on-base-wheels amble, unaffected by the kinds of surface imperfections we think are big over here but barely register compared with the gaps between concrete slabs they drop into US highways. You can put the steering wheel on the right side for us, but you can't disguise the size – and origination – of the Mustang. At lower speeds, and on a road that's wide enough, this is no bad thing at all.

As you up the ante, the Mustang question starts to become a little more complex. Let's face it: this is a big car, considerably sprung to the extent that a TT outdoes it for body control. But although the 'Stang thinks for too long about how to make its body settle over



● Our test car was fitted with winter tyres and the conditions were wet, which made it even easier (and no less enjoyable) to involve the rear in the handling.

complicated asphalt, there always retains a pleasing honesty to it. It's well balanced, it settles more quickly than most American sports cars and it doesn't always retain complete traction. And with all of that comes a sense of clean fun that means you can forgive it a great many things.

### BUYING AND OWNING



In the US, the Mustang is famously cheap and Ford has wisely transferred this key criteria to the UK. The model, starting at £30,495 for the less charismatic 2.3-litre Ecoboost-engined Fastback, is admittedly not the kind of stupendous bargain that will have Focus ST owners upgrading in droves, but it still registers as plenty of car (and power) for the money.

The V8 is a different matter. It simply isn't possible to have more cylinders or output for the £34,495 starting price. And that is the kind of simple equation that compels the right-minded buyer to sit up and take note, whatever the weather. Outright speed or dynamism, as we've noted, is a different subject – and the fact that the same money buys you a Golf R, a BMW M235i or, indeed, a new Focus RS means that the Mustang is never going to be a two-a-penny prospect on British roads, particularly when you take its thirst (an average of 18.9mpg in our hands) into account.

Its likely scarcity, though, is a good thing. It not only ought to keep used prices buoyant but will also serve to remind its owner that the decision to seek out the Mustang for its clear ability to stand out from the crowd will not have been in vain. →



## FORD MUSTANG 5.0 V8 GT FASTBACK

On-the-road price	£34,495
Price as tested	£36,375
Value after 3yrs/36k miles	£17,425
Contract hire pcm	£504.33
Cost per mile	67.9p
Insurance/typical quote	43/£1054

## EQUIPMENT CHECKLIST

Front, side and knee airbags	■
19in alloy wheels	■
Automatic xenon headlights	■
9-speaker audio with 8.0in infotainment screen and Sync2 voice control	■
Rain-sensing wipers	■
Dual-zone climate control	■
Leather sports seats	■
Alarm and immobiliser	■
Brembo 6-piston front brakes	■
Shaker Pro premium audio	£795
Climate-controlled seats	£495
Parking sensors, rear	£295
Tri-coat paint, Triple Yellow	£795
Custom Pack (inc Shaker Pro, climate-controlled seats, parking sensors, 19in Lustre Nickel alloy wheels, chrome window surrounds)	£1795
Options in <b>bold</b> fitted to test car	
■ = Standard na = not available	

## RANGE AT A GLANCE

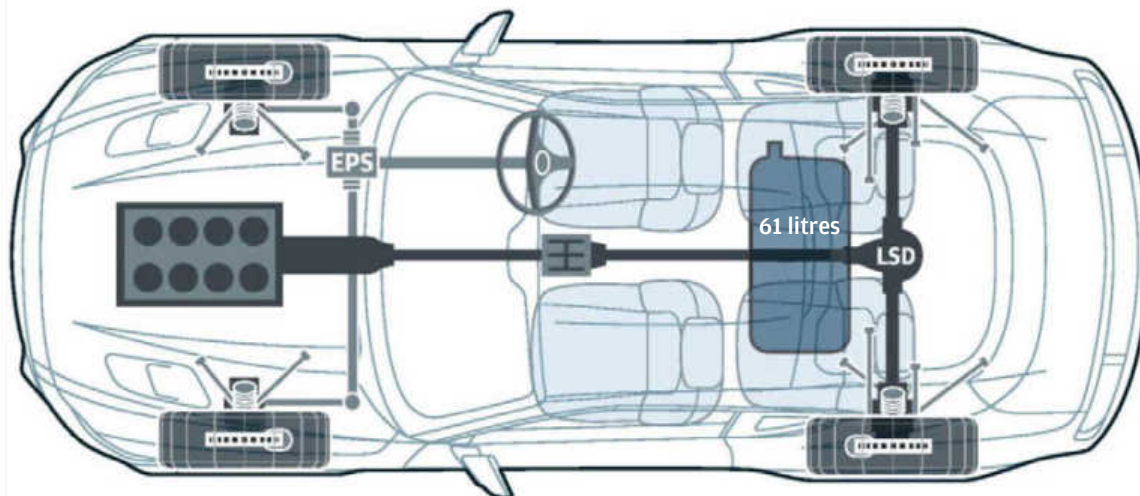
ENGINES	POWER	FROM
2.3 Ecoboost Fastback	313bhp	£30,495
5.0 GT Fastback	410bhp	£34,495
2.3 Ecoboost Convertible	313bhp	£34,495
5.0 GT Convertible	410bhp	£38,495

## TRANSMISSIONS

6-spd manual	■
6-spd automatic	£1500

## TECHNICAL LAYOUT

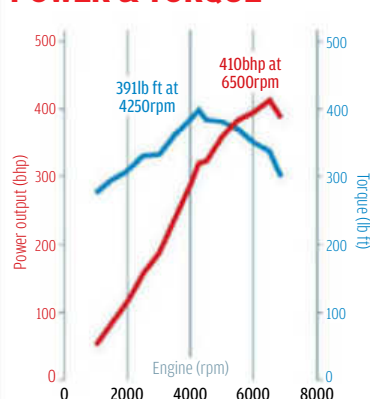
Steel monocoque features aluminium bonnet and front wings. Engine goes in longitudinally and drives the rear wheels via a mechanical limited-slip differential downstream of either a six-speed manual or six-speed automatic gearbox. Suspension is all-independent, with eight-cylinder GT models getting uprated dampers and brakes.



## ENGINE

Installation	Front, longitudinal, rear-wheel drive
Type	V8, 4951cc, petrol
Made of	Aluminium block and head
Bore/stroke	92.2mm/92.7mm
Compression ratio	11.0:1
Valve gear	4 per cyl
Power	410bhp at 6500rpm
Torque	391lb ft at 4250rpm
Red line	6500rpm
Power to weight	238bhp per tonne
Torque to weight	227lb ft per tonne
Specific output	83bhp per litre

## POWER & TORQUE



## CHASSIS & BODY

Construction	Steel monocoque
Weight/as tested	1720kg/1745kg
Drag coefficient	na
Wheels	9Jx19in (f), 9.5Jx19in (r)
Tyres	255/40 R19 (f), 275/40 R19 (r), Pirelli P Zero
Spare	Repair kit

## TRANSMISSION

Type	6-spd manual
Ratios/mph per 1000rpm	1st 3.66/6.3 2nd 2.43/9.5 3rd 1.69/13.7 4th 1.32/17.6 5th 1.00/23.2 6th 0.66/35.1
Final drive ratio	3.55:1

## ECONOMY

TEST	Track	8.1mpg
	Touring	24.7mpg
	Average	18.9mpg
CLAIMED	Urban	14.1mpg
	Extra-urban	29.4mpg
	Combined	20.9mpg
	Tank size	61 litres
	Test range	254 miles

## SUSPENSION

Front	MacPherson struts, coil springs, anti-roll bar
Rear	Integral-link multi-link, coil springs, monotube dampers, anti-roll bar

## STEERING

Type	Electro-mechanical rack and pinion
Turns lock to lock	2.6
Turning circle	12.2m

## BRAKES

Front	380mm ventilated discs
Rear	330mm ventilated discs
Anti-lock	Standard, with Brake Assist

## CABIN NOISE

Not tested

## SAFETY

ABS	AdvanceTrac ESC
Euro NCAP crash rating	Not tested

## EMISSIONS & TAX

CO <sub>2</sub> emissions	299g/km
Tax at 20/40% pcm	£213/£425

## ACCELERATION

MPH	TIME (sec)
0-30	2.4
0-40	3.2
0-50	4.2
0-60	5.2
0-70	6.6
0-80	7.8
0-90	9.3
0-100	11.6
0-110	13.6
0-120	17.5
0-130	20.3
0-140	24.8
0-150	-
0-160	-

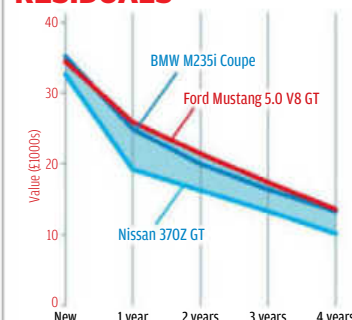
## ACCELERATION IN GEAR

MPH	2nd	3rd	4th	5th	6th
20-40	1.9	2.9	3.9	5.5	11.6
30-50	1.8	2.6	3.6	5.0	9.8
40-60	1.9	2.5	3.5	4.8	9.4
50-70	-	2.6	3.3	4.8	9.4
60-80	-	2.7	3.3	4.7	9.6
70-90	-	-	3.4	4.6	10.1
80-100	-	-	3.7	4.8	11.0
90-110	-	-	4.1	5.1	-
100-120	-	-	-	5.4	-
110-130	-	-	-	6.2	-
120-140	-	-	-	7.3	-
130-150	-	-	-	-	-
140-160	-	-	-	-	-

## MAX SPEEDS IN GEAR

41mph 6500rpm	89mph 6500rpm	151mph 6500rpm
1	3	5
2	4	6
62mph 6500rpm	114mph 6500rpm	155mph* 4414rpm
		*claimed
RPM in 6th at 70/80mph = 1994/2278		

## RESIDUALS



● Limited supply should keep residual values notably high for the first two years and commendable thereafter.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2016, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Mustang, contact Ford Customer Relationship Centre, Royal Oak Way South, Daventry, Northamptonshire NN17 8NT (0203 564 4444, ford.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance, from Wessex Fleet Solutions (01722 322888).

## AUTOCAR ROAD TEST

Read all of our road tests [autocar.co.uk](http://autocar.co.uk)



# Ford Mustang

**AUTOCAR VERDICT ★★★★★☆**

Often feels out of its natural habitat in the UK but never runs out of charm



The sensible thing to do would be to buy an Audi TT or a BMW 2 Series Coupé, wouldn't it? You'd more easily be able to park them, they'd use less fuel (even if you drove both of them at once, probably) and they'd prove far more agile on entertaining roads. When it comes to choosing a sports coupé, it would be sensible to forget the Mustang even exists.

And if you did, that would be a huge shame. Yes, this car does have significant drawbacks in the UK. Yes, you have to think twice about where you're going to park it in town, besides next to a far greater number of fuel pumps than your peers, but no other car at this price – or several price points higher – can do what the Mustang does. Its powertrain brings with it an appeal that engines with fewer cylinders simply cannot, and its inherent chassis balance is absolutely peachy. Sensibleness be damned. If you think you'd consider a Mustang, it's a car we'd recommend wholeheartedly.

**TESTERS' NOTES**

**NIC CACKETT**  
Mustang's Electronic Line Lock,

nothing less than a manufacturer wilfully assisting with tyre-melting burnouts, is the equivalent of your pushbike coming with a wheelie generator. High five from me, Ford.


**MATT PRIOR**  
Because the Mustang is a stranger to subtlety,

if you unlock the car at night, the 'puddle lights' beneath the mirrors are ponies so bright and large that you half-expect them hail a horse-related superhero.






**SPEC ADVICE**

Take the V8. And keep it twinned with the manual gearbox and a fastback body. The Ecoboost, the convertible and the automatic ought to all have their place. But there's only one proper Mustang on the menu.

**JOBS FOR THE FACELIFT**

- Raise the tone of some interior materials.
- Eke a bit more efficiency from the engine so we don't have to make excuses for running a 5.0-litre V8.

**AUTOCAR ROAD TEST TOP5**

MAKE	1st	2nd	3rd	4th	5th
<b>PORSCHE</b>					
<b>Model</b>	Cayman 2.7	MX-5 2.0i SE-L Nav	GT86	M235i Coupé	Elise Sport 220
<b>Price</b>	£39,694	£20,695	£25,000	£35,225	£43,800
<b>Power</b>	271bhp at 7400rpm	158bhp at 6000rpm	197bhp at 7000rpm	322bhp at 5800rpm	217bhp at 6800rpm
<b>Torque</b>	214lb ft at 4500rpm	148lb ft at 4600rpm	151lb ft at 6400rpm	332lb ft at 1300rpm	184lb ft at 4600rpm
<b>0-60mph</b>	5.7sec (claimed, to 62mph)	7.3sec (claimed, to 62mph)	7.6sec (claimed, to 62mph)	5.0sec (claimed, to 62mph)	4.2sec (claimed)
<b>Top speed (claimed)</b>	165mph	133mph	140mph	155mph	145mph
<b>Fuel economy (combined)</b>	33.6mpg	40.9mpg	36.2mpg	34.9mpg	37.7mpg
<b>Kerb weight (claimed)</b>	1405kg	1075kg	1275kg	1530kg	914kg
<b>CO<sub>2</sub>/tax band</b>	195g/km, 34%	161g/km, 27%	180g/km, 31%	189g/km, 32%	175g/km, 30%

Verdicts on every new car, p72

The supreme 'affordable' driver's car. Get one before they turbocharge it.

★★★★★★

Brilliantly packaged and priced, and even more vibrant and poised than the original.

★★★★★★

A rare dynamic masterstroke from Toyota. Huge fun at low speeds. Could be quicker.

★★★★★★

Towers over other four-seat rivals. Outstanding engine, characterful handling.

★★★★★★

If you want delicate, vivid and unfettered, here it is. No great daily driver, but a great drive.

★★★★★★



## LETTER OF THE WEEK

### Hybrids: unplugged

I cannot agree with John Impey (Your Views, 10 February) that electric vehicles are doomed to fail, but car manufacturers' ambivalence towards pure electric technology is not helping persuade motorists to make the switch. VW may be developing a radical new EV to rebuild its reputation, but most car manufacturer efforts seem directed at plug-in variants of their mainstream models. These are mostly just heavy, complicated 'tax specials' that are delaying the take-up of electric cars.

Matt Burt wrote that just 584 new EVs were registered in January, but plug-in hybrids sales at 1592 vehicles grew by more than twice that of EVs over the previous year – and that's before the BMW 330e, the 2 Series Active Tourer PHEV and other plug-in hybrids appear on our roads. With a barely adequate EV charging infrastructure, EV fans are at risk of being driven back to conventionally fuelled cars.

**Richard Piper**  
Via email



### WIN

Letter of the week wins a ValetPRO exterior protection and maintenance kit worth £58.95

**Valet PRO**  
PROFESSIONAL VALETING SUPPLIES

### THE AUTOCAR EFFECT

I stopped watching Top Gear many years ago when it started to concentrate as much on comedy as cars. I'm not an old grump, but to my mind a car programme should be mainly about, well, cars!

Just hearing Chris Evans's announcement this morning that both Chris 'Monkey' Harris and Sabine Schmitz are joining the new programme will make me engage reverse gear and tune in when it is broadcast.

**Michael Knight**  
Via email

### PICK OF THE RANGE

I read Steve Cropley's final report on the Range Rover Sport (Our Cars, 10 February) with interest as I take delivery of my new 3.0 SDV6 Autobiography on 5 March. It was your previous reports that persuaded me to buy the car and I cannot wait to enjoy the experience.

A couple of observations I would like to make, however, on your otherwise excellent write-up:

Firstly, soft-close doors are a £440 extra even on the Autobiography.

Secondly, you quote the new V6 at 288bhp, but it is now 306bhp.

Finally, the reason I had to choose the Autobiography over the HSE Dynamic is because I wanted the Ebony/Pimento interior, which is exclusive to the Autobiography, not my reluctance to tick every box on the HSE order form.

Land Rover, like every other car maker, knows how to charge for every desirable extra, but I trust the experience will be well worth it!

**Tony Cavalier**  
Via email

*I hadn't realised soft-close doors were an option even on the top models. I can understand why you'd want the Autobiography; some of the colours*



R4 badges may have helped Kangoo sell

*and trim are stunning, and I'm sure you've made a great decision – SC*

### A SWEDE TRUTH

Andrew Bailey recalls that a Scandinavian country converted to left-hand drive some years ago (Your Views, 3 February). He can only be referring to Sweden's switch from driving on the left to the right, in 1968.

But he's wrong to say they "converted" wholesale to left-hand

drive, because their cars had always had the steering wheel on the left, even the Volvos and Saabs made locally in Sweden; they considered it a safer position so that the driver would always alight directly on to the footpath!

So they were already ideally placed to switch to driving on the right. The only vehicles that needed to be changed were the buses, which had to have their doors relocated to the right-hand side.

**Norman Hawkes**  
Via email

### THE OLD WAYS...

I sincerely hope that by 2040 someone practical will succeed in holding back the stylists and gimmick-mongers and use Henry Royce's approach to interior design. He fixed the layout of the passenger part of his 40/50 (later nicknamed Silver Ghost) by having four big, burly men sit on four office chairs set

### AUTOCAR

What you're saying on autocar.co.uk

### Drink-drive limit could be lowered

Points and a fine would be right for those under the old limit, and keep the threshold for licence-loss at 80mgs.

**Rich\_uk**

If you can hear the tolling of bells, it's the death knell of the great English country pub.

**Smajr**

It's like the smoking ban: at first, there is outrage, now it's just accepted as the norm.

**Superstevie**



How many of the people pulled out of wrecks where alcohol is involved have had one pint, and how many have had more?  
**The Apprentice**

I'm quite sure that the AA will not turn the extra drivers away from their drink-drive rehabilitation courses.  
**Andrew 61**

No matter which trim you choose, a Range Rover Sport is a tremendous companion







Lagonda Taraf or facelifted Ford Mondeo? Reader Simon Ratcliffe is confused

out in two rows and making chalk marks on the floor to fix the position of the seats and pedals. If so, there is a chance that the next generation of passengers, even if tall, will be able to travel in comfort.

**Roderick Ramage**  
Via email

#### SORRY ABOUT THAT

Matt Burt's editorial (3 February) should have included a health warning. In 1971 I passed up the opportunity to buy a 1959 DB2/4 Mk 3 offered at £650 by a friend in the trade. The car had been resprayed and the engine rebuilt.

The huge reserve on the example you featured served only to fuel my lasting regret and you should know that I am now thoroughly depressed. That said, would I have kept it for 45 years? Probably not, but at least I got to drive it!  
**Malcolm Brockman**  
Via email



#### MUSICAL CHAIRMEN

Porsche boss Matthias Müller is due to run the new Luxury and Performance Group at Volkswagen, not Wolfgang Dürheimer, as I thought – he is staying put at Bentley. Stephan Winkelmann is leaving Lamborghini for Audi Quattro. Rupert Stadler is still looking after Audi and the new Audi/Lamborghini Group. A new Lamborghini CEO is TBA but rumoured to be Stefano Domenicali.

I just can't keep up. I still think Dürheimer's plans for overseeing Lamborghini were scuppered by someone at Audi. He has a point that the Urus will share some similarities with Bentley and Porsche, but you could say the same about the Huracán and Audi R8. Swings and roundabouts, then.

**Mike Spencer**  
Via email

#### KANG-OOPS

Your recent Future Classics article (10 February) had 20 more to consider; pity that for the Renault Kangoo you used a picture of either a Peugeot Partner or Citroën Berlingo.

The Kangoo really was a modern reincarnation of the Renault 4, and car designer Gordon Murray reckoned it was all the car you need. It's just a shame that Renault didn't make more of the R4 connection. I believe some dealers in Ireland stuck a 4L badge on the back because the R4 was a big seller there!

**Duncan Finlayson**  
Via email

#### MONDE-OH, IT'S AN ASTON

Flicking through my favourite weekly: oh, they've facelifted the Mondeo ('Lagonda Not Forgotten', 3 February). Whoops, it's the £685k Lagonda. Congratulations, Ford: let go of what you know, unlearn. Aston: time to start learning...

**Simon Ratcliffe**  
Via email

# NEXT WEEK

Inside the magazine – on sale 2 March

## SPECIAL REPORT



**Geneva motor show** All the new cars, key interviews and juicy gossip from the show



#### SPECIAL FEATURE

##### The untameables

Cars that demanded your full driving attention... and could bite.



#### ANALYSIS

##### What ever happened to rust?

We find out whether the problem of corrosion has been eradicated

## ROAD TEST



**Kia Sportage** Every aspect of the Korean Qashqai rival assessed by our experts

CONTENTS SUBJECT TO CHANGE



# OUR CARS

A week in the life of Autocar's fleet



## Skoda Superb

**FIRST REPORT** Our photographers cover high mileage with lots of kit, so a refined, comfortable and roomy car is just the ticket. Is this estate such a car? Let's find out



**W**ith an Audi TT – the last car I ran as a long-term test car – there were times when I had to pack carefully so all my photographic gear would fit. Somehow, I don't think that's going to be a problem this time.

I've moved to a Skoda Superb Estate and it's massive. It's even wider and longer than its spacious predecessor, and pleasingly it's much better looking, too. The previous version wasn't exactly short on space, but this car is 3cm longer and 5cm wider. It hides those dimensions rather well, though, doesn't it? In fact, I think the wagon looks better proportioned than the hatchback.

Inside, there's a ridiculous amount of space. There aren't many cars that

can genuinely seat five tall adults in comfort, but this Skoda does.

The load bay is cavernous, too, and this one is fitted with an optional raised boot floor, which enables smaller, more valuable items to be stowed beneath it. I like this idea. I try not to leave valuables in a car at all, but I have a nagging feeling that a hatchback or estate is less secure than a saloon – or a convertible with a separate boot compartment. But it seems unlikely to me that any tea leaf would take the risk of hanging around long enough to check all the storage cubbies and lift out a boot floor just in case I've left a pair of shiny trainers underneath it. Alternatively, the fake floor falls lower, just making the boot

even bigger, although it hardly needs it. And if that weren't enough, there are bins on either side of the cargo area to stop stuff from rolling around.

The rest of the inside? It echoes the quality I've come to expect from other cars in the Volkswagen Group. It's not Audi-like in terms of quality feel, but it's up there with most VWs. It's certainly well laid out and straightforward. The only apparent sparseness is in the bank of switches around the gearlever. Of the 10 of them, seven are blanks, so only three have a purpose. It makes me wonder exactly what has been left out. It has come pretty well specified, so Lord only knows what more there is. But the switches that are there and most of the

rest of it, like the reassuring thunk from the glovebox, feel like quality items.

One of those switches controls the (optional) adaptive dampers that are fitted to this car. They cost £750 and I haven't tried a Superb without them, so I don't know whether I'd recommend them or not overall. Our testers say they're probably worth the money, but most buyers will end up leaving them set to Normal. Certainly, I have. The Superb occasionally feels a tad floaty over some low-frequency bumps in its softest setting (Comfort). And I tried Sport on the motorway the other day, but that was too jiggly, even then. Given that this is a massive estate car, it doesn't seem very likely that I'll be threading it with



HONDA  
CIVIC TYPE R


Matt Burt

JAGUAR  
XE


Darren Moss

LEXUS  
RX300H


Mark Pearson

MAZDA  
CX-3


Mel Falconer

MAZDA  
MX-5


Matthew Burrow

McLAREN  
650S SPIDER


Mark Tisshaw

SKODA  
SUPERB ESTATE


Stan Papior

SSANGYONG  
TIVOLI


Jimi Beckwith

SUZUKI  
VITARA

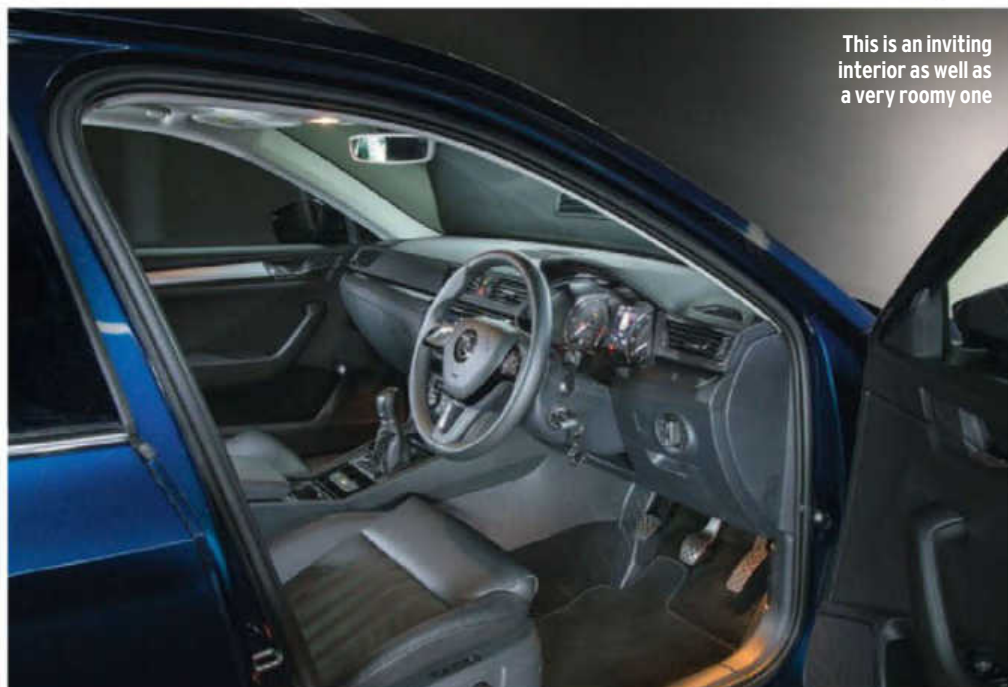

Hemal Mistry

VAUXHALL  
CORSA VXR


Mark Tisshaw

VOLVO  
XC90


Matt Prior



This is an inviting interior as well as a very roomy one



Lower-powered 2.0-litre diesel is capable if unexciting



Chrome detailing aims to project an upmarket image



Spoiler aids aero efficiency and disguises visual bulk



Crisp lines on the bonnet create taut-looking surfaces



Brisk driving so far is resulting in an overall average of 44.2mpg

## It's not Audi-like in terms of quality inside, but it's up there with most Volkswagens

abandon down a B-road any time soon.

Some engineers will reveal things to us photographers that they wouldn't to journalists, because they think it won't get printed. Oops. Well, anyway, no one from Skoda has said this, but some engineers have told me that management and marketing executives sometimes get overly involved with the tuning of damper settings and ask for there to be a bigger variation between each mode than the engineers would like so that customers are more

likely to feel the difference – even if that difference leaves things too far in each direction. I'm not suggesting that has happened here, but put it this way: I won't be doing any car-to-car tracking photography with the dampers in Sport mode. I suspect the middle, Normal setting is the one that Skoda's engineers were happiest with, and that's what I'll go with, too.

The engine is the lower-output 2.0-litre diesel that Skoda offers, with 148bhp, which delivers consistent

enough, if unexciting, progress. The car was delivered with only 79 miles on the odometer, so I obliged it with some running in and I can't help but feel that it's already freeing up a little as it gets a few more miles under its tyres.

The fuel consumption has been pretty good. So far, it's averaging 44.2mpg and I tend to drive with my arrival time, rather than fuel consumption, front of mind. Unsurprisingly, 44.2mpg is some way short of the official combined cycle figure of 67mpg, but I've only done a brim or two and this is, after all, still a new engine. So there's plenty of time to see how things improve once everything has loosened up a bit and, given that I drive around 40,000 miles a year,

it'll get plenty of opportunity to show me what it can do. First impressions suggest it'll chew through those miles with considerable ease.

[stan.papior@haymarket.com](mailto:stan.papior@haymarket.com)

### Skoda Superb 2.0 TDI 150 SE L Executive Estate

**Price** £26,320 **Price as tested** £29,400

**Options** Panoramic sunroof £1150, adaptive dampers £750, metallic paint £535, variable boot floor £150, retractable parcel shelf £120, passenger seat £100, 'smart gate' £100, fold-flat backrest release from boot £90, colour trip computer £85, 18in alloy wheel change £0 **Economy** 44.2mpg

**Faults** None **Expenses** None



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Hot Civic certainly isn't for shy types

# Honda Civic Type R

**Mileage | 5901** A rim suffers against a kerb, and we get advice on reducing reflections

**O**n a drizzly winter's evening, I injured the Honda Civic Type R's driver's side front wheel on a kerb.

At home, in the cold light of the next day, I surveyed the damage: the impact had inflicted a small but unsightly buckle on the wheel and also put a graze in the tyre's sidewall where it had pinched against the kerb. The Continental SportContact 6 had retained its pressure, but knowing that sidewall damage could be a deal-breaker for a tyre, I thought it best to get it checked out.

So I called Thames Ditton Honda, our local dealer, which was able to fit me in that afternoon. They checked the tyre, wheel and suspension and gave everything a clean bill of health,



Dashboard dimmer control is hidden somewhat by the rim of the steering wheel

explaining that the tyre graze wasn't serious or deep. I drove away happy, particularly because the dealer didn't charge me for the quick checkover. I didn't tell them that I'm a journalist, or demand special treatment, so I can only presume that it was a good, old-fashioned case of them simply being helpful.

Nevertheless, I've kept a weather eye on the tyre's pressure ever since and it has remained consistent, and the car drives in a straight line and with no vibration, so really the only pain is the cosmetic damage to the wheel, which shows up prominently against the gloss black finish.

Thames Ditton Honda quoted £310 for a replacement alloy, which focused my mind somewhat on accepting the blight on the current one.

In other news, thanks to readers who got in touch regarding reflections on the windscreen from the digital instruments I wrote about. It turns out that next to the '+R' button on the dashboard, hidden from sight by the steering wheel when you're in the driver's seat, is a small knob for turning down the brightness of the readouts. I'll try it next time I drive along unlit roads – avoiding kerbs, of course.

[matt.burt@haymarket.com](mailto:matt.burt@haymarket.com)

## Honda Civic 2.0 i-VTEC Type R GT

**Price** £32,295 **Price as tested** £32,820

**Economy** 33.4mpg **Faults** None

**Expenses** Oil £13.71 **Last seen** 10.2.16



# Ford Focus

**Mileage 12,495**

Ford wants us to unlearn everything we know, both about it and the world in general, according to the latest advertising campaign. It's all quite confusing, but apparently it's a precursor to Ford of Europe's latest strategy, which will bring more fast

Fords and SUVs to its line-up over the next few years. So where does that leave the Focus? It's got some life left in it for now, but we're told there's going to be at least one crossover-like spin-off spun off from it.

So to prepare myself for the off-road onslaught, I took our conventional

hatch into the wilds the other day – although not very far, and certainly not very fast. It was exactly the sort of gentle quarter-mile of unsurfaced track that I'm sure some people would use as justification for buying a full-on 4x4. But the Focus didn't seem to mind. It was even icy. And the view was nice.

Would I choose a higher-riding Focus over the standard one? Hard to tell for now since it doesn't exist yet, but I do like a high driving position. So would I miss the Focus's handling? Oh yes.

However, I've been increasingly bothered by the windscreen pillars. They intrude on the three-quarter view out, causing a problem in two specific areas. One is at my local Asda, where the offside A-pillar blocks my view of pedestrians on the right approaching the several crossing points in the car park. I have to come to a halt and peer around the A-pillar to see if anyone is there. The second place is a mini-roundabout at which I turn left most days. About a car's length after the roundabout is a zebra crossing, and the

nearside pillar obscures my view of anyone waiting to cross. My old Mk6 Fiesta poses no such problem.

I'm sure that if I do run someone over, they'll come off far less badly in the bouncy-bonneted Focus than if I whack them in the old Fiesta, but if I'm in the Fiesta I'm certain I'm far less likely to hit them in the first place.

[tim.dickson@haymarket.com](mailto:tim.dickson@haymarket.com)

## Ford Focus 1.5 TDCi Zetec

**Price** £19,495 **Price as tested** £21,670

**Economy** 60.3mpg **Faults** None

**Expenses** None **Last seen** 3.2.16



Pillars tend to cause big blindspots





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## THE LOG BOOK

**BMW 220d Active Tourer****Mileage 15,412 Last seen 27.1.16**

I had expected the BMW's average economy to be in the high 40s, but it has proved otherwise. Still, over the past 5000 miles it has increased to 45mpg. It's a surprising result, given that my driving style hasn't changed over the year, but I suspect it's because the BMW is happiest on the motorway, where I've spent most of my time lately. **JB**

**Ssangyong Tivoli****Mileage 4010 Last seen 10.2.16**

I'm hoping the Tivoli doesn't suffer a death by a thousand niggles, but it seems to be heading that way. A thoughtlessly placed fuel flap release lever – by the driver's door sill, in the path of my foot as I exit the car – has meant I've had to pull over more than once to close the flap. The Tivoli's build quality issues have been reaffirmed too, with a sticky door handle mechanism. **JB**

**Volvo XC90****Mileage 4949 Last seen 10.2.16**

Some cars have real trouble hooking up to Bluetooth devices that aren't phones. They won't always recognise what the device is or know what you're trying to play. No such bother with the Volvo, which hooked up to an iPad straight off and allowed music to be played via a streaming app. All at the kinds of volume that makes the door shake, too. **MP**

# Bentley Continental GT

**Mileage | 23,804** Minor issues are failing to take the shine off our time with the big GT

**W**e've stopped gathering miles in our 12-plate Bentley Continental GT quite as quickly as we did in the first month – mainly because if we'd maintained January's breakneck pace we'd have semi-circumnavigated the globe in the six months the car is supposed to be with us. Two and a half thousand miles every six weeks is perhaps a few too many for a low-miles, Pre-owned Bentley that will need to find another happy owner once we've enjoyed its company.

Trouble is, Bentley owners are encouraged to use their cars a lot. I'm pretty sure there must be a dictionary somewhere that defines 'Bentley' as 'mile-eater', so completely do they combine effortless performance with refinement and a luxurious interior. It's a philosophy that goes back nearly a century to WO himself.

Still, there's one virtue in limiting your mileage: you never get blasé about the car's excellence. Every time I've come back to the GT after a few days, I've savoured its effortlessness all over again. The model set a decent standard when it was born in 2003 but has since had its dynamics hugely improved, particularly in the areas of ride damping and road noise suppression. It's now so



Intelligent packaging means this 190mph car also provides a generous-sized boot

good that it runs rings around many rivals – which is probably what Bentley's Pre-owned people aimed to prove by enticing us into our three-year-old GT. There's no thought that this used car is dynamically behind the times; it isn't.

You have to live with a Continental GT for a while to realise what an intelligently planned car it is. People who don't know the GT tend to think of it as big enough for its overall manoeuvrability to be limited. Which is where the cleverness comes in: it is indeed big enough to be imposing from a styling point of view, yet it's about a hand span shorter and no wider than the BMW 5 Series, and that's a true all-rounder.

Not that you ever think of the Bentley as chuckable once you know it. It's damned quick, but its two-tonne-plus weight and firm controls, dominated by steering effort that's on the high side of deliberate, soon make clear this is a car to be guided

rather than slung about. But the steering is intuitive and accurate and works with the sensible dimensions to make this a highly usable car, as my forays into central London have proved.

Two 'issues' so far. First was a problem, known to many owners and mentioned in an earlier update, of a soft-metal tyre valve stem that twisted off while I was checking the pressures. It couldn't be casually replaced because it incorporated a tyre pressure monitor. The second is an exhaust tailpipe rattle. I can't see an easy fix, yet it seems too slight a reason to summon a technician away from real work for the hours it would need to fix. I know that Bentley would send someone if I asked – the car is covered by the most comprehensive of warranties – but I feel foolish making the call. I'll call at a dealer one day soon. **steve.cropley@haymarket.com**

**Bentley Continental GT V8****Price new (2013) £125,000 Price now £89,950****Economy 25.5mpg Faults None****Expenses None Last seen 10.2.16**

Slight tailpipe rattle will necessitate a visit to a dealer



# DEALS

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## Why choose a real Defender?

There are lots of good, hard-working alternatives to the overpriced Land Rover, says **James Ruppert**

**S**o farewell, then, Land Rover Defender. You might be surprised that it was still clinging on to life. It drove like a pre-war lorry and it was always damp and smelly like a muddy retriever. That explains the love. But a Defender requires you to pay such a lot to look cool. That's fine if you are an artisan jam maker, but if you want something that is going to be a proper worker, you'll be stuck, surely. However, there are alternative, pre-abused, doppelganger Defenders.

Exhibit A has to be Daihatsu, which has a couple of clear contenders for the Defender's crown. The least preposterous are the long-deceased Fourtraks and Sportraks. Here are the most basic 4x4s that you can leave

outside in the yard all year round and know they will always start. A great little towing platform, too. Owners mostly keep them until they die or rust to bits.

Imports were marginal by the end and they still make strong money. You'll pay up to £4000 for a 1999 example on a T-plate. Most from the 1990s can still make £2500 or so, and even the cheapest are £1500.

Then there is the tiny, tenacious Terios. It has everything you could ever need from a 4x4 except hedgerow-bothering height, excessive weight and misplaced bling. That's what makes it so brilliant, of course. It's small, light, nimble and almost economical and it has five doors. There are plenty around still. They start at £500-£600 for late 1990s

**A Terios is small, light and nimble. They start at £500 for late 1990s ones**

examples, and they aren't rubbish, either. About £1500 gets a very tidy 2002 Terios in EL trim. Top money is £6000 for a late-model 2006 example with the square corners rounded off.

The Suzuki Jimny is sometimes scorned because of its silly name and toy-like dimensions but, just like the Terios, it is a proper off-roader. Shrunk-in-the-wash Jeep styling is an added bonus. So far, the Jimny has not gone out of circulation, so there are plenty to choose from and enjoy. Cheapies are less than a grand and £2300 will get you a great 2002 example. I would be inclined to spend £4000 and get a nice example from the middle 2000s, such as a cuddly 1.3 J LX.

Finally, let's upsize to a Hyundai





**P68** James Rupert  
Used car expert



**P70** Matthew Griffiths  
Deal expert



**P72** Hemal Mistry  
Data expert

## BANGERNOMICS BEST BUYS



### READER'S CAR: SUZUKI SWIFT SPORT

Robert Pearson's 2007 Suzuki Swift Sport has just passed 90,000 miles. "I purchased the car for £8800 when it was two years old with 26,500 miles on the clock," says Robert. "Since buying it, I've had it serviced every year. For the past four years, I have had this undertaken at my local Suzuki dealership, as they are no more expensive than any of the good local garages and you get a dealer stamp. A typical service is £155 and the major service, of which there has been only one, was £525."

### SEND YOUR BANGERNOMICS TALES TO JAMES

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Fourtrak (pictured) and Sportrak are basic 4x4s you can rely on



### WHAT CAUGHT MY EYE THIS WEEK: PCPS

PCPs are great, but they cost real money. I convinced a reader to go from 'losing' deposit and monthly 'investment' on a car he was considering to a one-off payment for a full history example. Result.

### USED CAR DILEMMA: PEUGEOT 306 2.0 XSI

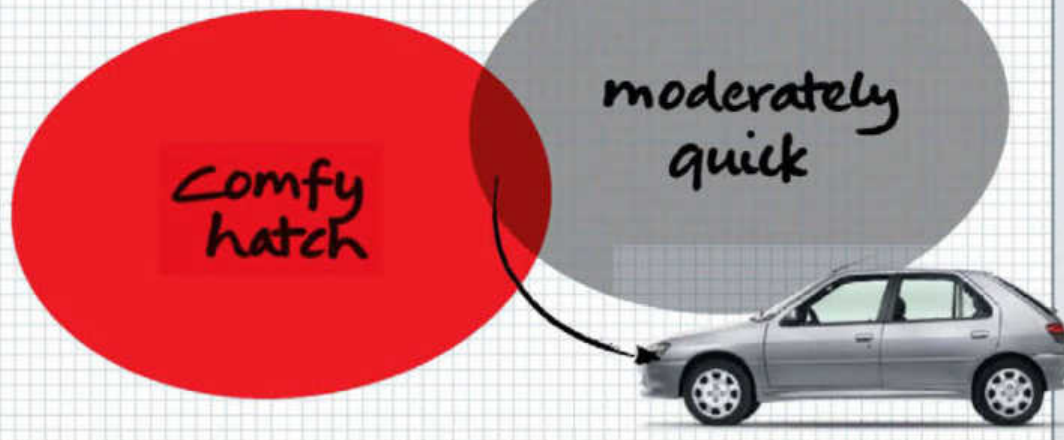
What the world has been missing is a large petrol engine in an old-fashioned soft hatch. This 306 is also comfortable and practical and that 2.0-litre engine has an appetite for gobbling up mileage. It's underrated and becoming rare.



You'll find Santa Fes for less than £1000

Santa Fe. These are super-cheap, mainly because there were only petrol-engined versions for a while, and less than £1000 is a good starting point. I knew someone who bought a Santa Fe purely to take the dogs for a walk. It isn't pretty – in fact, it's wilfully ugly – but £2000 gets you a 2.0 CRTD if you want to buy diesel, and it will have fancy CDX trim.

The interesting thing is that we haven't even mentioned Toyota or Nissan. They're the ones who made comfortable, reliable, low-PCP alternative Defenders popular. Sayanora, Defender.





# More great Brits for the price of a Qashqai

Elsewhere in this issue, we name the best British-built new car for £20,000, but what will the same outlay get you on the used market? **Matthew Griffiths** finds out

## 1 **Aston Martin DB7** (1994-2004)

An Aston Martin is a must-have for the fantasy lottery-winning garage of many people. To see why, you need only sample the sense of occasion and touch of class that a DB7 brings. The 3.2-litre straight six produces 335bhp, enables 0-60mph in 5.6sec and delivers a soundtrack to match. Grip levels are excellent, yet this is at heart a

grand tourer with a silky smooth ride.

Leather and wood set the cabin ambience and the front seats offer excellent comfort and support. However, the driving position is poor and space in the rear is tight.

DB7 prices have been on the rise for a while now, but we found a 1998 model with less than 80,000 miles on the clock for just under £20k.



2



## **TVR Cerbera 4.2** (1996-2003)

The drama with a Cerbera starts from the moment you set eyes on this elongated, low-slung sports car, which remains one of the best-looking around.

If this is your first Cerbera encounter, the intrigue continues as you figure out how to get in. There's a little door release button under the mirror. And once inside, you'll be taken by its distinctive design,

low-slung seating position and letterbox view forwards.

The 4.2-litre V8 kicks out 360bhp and, aided by a kerb weight of just 1100kg, will rocket the car from zero to 60mph in just 4.2sec and on to 180mph.

We turned up a 20-year-old example that had covered just 25,000 miles and was on sale for less than £17,000.

## **Bentley Arnage 4.4** (1999-2010)

Slipping into the Arnage is like entering your favourite luxury suite at the Savoy. Milled aluminium, hand-crafted wood veneers and toe-curling lambswool carpets will have you relaxed and isolated from the outside world faster than you can say caviar and Chivas Regal.

It's not all pipe and slippers, though. The Arnage, remember, is still a Bentley

and it has a stonking 4.4-litre V8 ready to surge you and your pampered guests to 60mph in 6.2sec. It'll have a go at the twisty stiff as well en route to the weekend country residence.

Grab the Coutts card and get yourself a pre-millennium model with 69,000 miles covered for the price of a Harrods shopping trip: £15,000.

3







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4



### Jaguar XFR (2007-2015)

Should there be a remake of the 1980s TV show *Minder*, Terry McCann would be driving an XFR and exercising more than 500bhp under his right foot to get out of those tight situations.

The XFR is a truly cracking car and the stereotypically plucky Brit. It came from nowhere, on a limited budget, and proceeded to conquer the super-saloon

sector, slugging both the BMW M5 and Mercedes-Benz E63 AMG right between the eyes to take class honours.

It handles sharply without ever having an overly firm ride. It looks great and its interior is eye-catching, with its rising gear selector and rotating air vents.

A 2010 car with less than 70k miles can be found on forecourts from £17,250.

### Range Rover Sport 4.2 (2005-2013)

A mud-plugger is an essential resident on the in-out driveway of the British gentleman. In 2005, the Sport brought the Range Rover moniker to a new and more populous audience for the first time. It's a car that's ready to take you on the seasonal shoots (clay pigeon, obviously) or to drop the kids at school in a fancy London suburb.

It inherited its big brother's luxurious

cabin, road presence and all-terrain prowess, while improving on-road handling manners, even if the 'Sport' badge remains slightly misleading.

The supercharged 4.2-litre V8 suits the sporting pretensions and, with 385bhp on tap, gets the high-riding beast to 60mph in a little over 7.0sec.

A 2007 HSE with 69,000 miles covered is typically just £11k.

5





# NEW CARS A-Z

For full reviews of every car listed here, visit our website, [autocar.co.uk](http://autocar.co.uk)

## Autocar's star ratings explained

- ☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆ Appalling. Massively significant failings.
- ☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆ Off the pace. Below average in nearly all areas.
- ☆☆☆☆ Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆ Good. Competitive in key areas.
- ☆☆☆☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆ Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆ Brilliant, unsurpassed. All but flawless.

Full road test on [autocar.co.uk](http://autocar.co.uk)

Any car that has had a full Autocar road test is highlighted in yellow.

**FOR FULL RESULTS see page 83**

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>ABARTH</b>				
<b>595 3dr hatch</b> Good value hot hatch. In Esseesse trim it's great fun to drive	★★★★☆			
1.4 T-Jet	£14660	133	155	26
1.4 T-Jet Turismo	£18090	158	155	26
1.4 T-Jet Competizione	£19890	178	155	26
<b>595 CONVERTIBLE 2dr open</b> Open-top hot hatch; has a softer ride than the tin-top car	★★★★☆			
1.4 T-Jet	£16660	133	155	26
1.4 T-Jet C Turismo	£20090	158	155	26
1.4 T-Jet C Competizione	£21890	178	155	26

<b>ALFA ROMEO</b>				
<b>MITO 3dr hatch</b> Classy, well equipped and cheap. No dynamic benchmark	★★★★☆			
1.4 T8 Progression	£16910	76	130	9
0.9 TB TwinAir 105 Progression	£13860	105	99	13
0.9 TB TwinAir 105 Junior	£14960	105	99	13
0.9 TB TwinAir 105 Distinctive	£16160	105	99	13
0.9 TB TwinAir 105 QV Line	£16910	105	99	13
1.4 140 M'air TCT Distinctive	£17710	138	124	22
1.4 140 M'air TCT QV Line	£18460	138	124	22
1.4 170 M'air O'Verde	£20300	168	124	27
1.3 JTDm-2 85 Progression	£14405	84	90	11
1.3 JTDm-2 85 Junior	£15505	84	90	11
1.3 JTDm-2 85 Distinctive	£16745	84	90	11
1.6 JTDm-2 120 Distinctive	£17910	118	112	19
1.6 JTDm-2 120 QV Line	£18660	118	112	20

<b>GULIETTA 5dr hatch</b> Long-in-the-tooth but still has the styling a dynamic verve to seduce	★★★★☆			
1.4 TB 120 Progression	£18450	118	148	17
1.4 TB 120 Distinctive	£19700	118	148	16
1.4 TB Multi'ir 150 Sprint	£20700	148	131	20
1.4 TB Multi'ir 170 Distinctive	£21200	168	131	23
1.4 TB Multi'ir 170 Exclusive	£22950	168	131	23
1.4 TB Multi'ir 170 Excl'ive TCT	£24245	168	119	23
1.4 TB Multi'ir 170 QV Line	£24700	168	131	23
1.4 TB Multi'ir 170 QV Line TCT	£25995	168	119	23
1.6 JTDm-2 105 Progression	£19500	103	115	18
1.6 JTDm-2 105 Distinctive	£20750	103	115	18
1.6 JTDm-2 105 Exclusive	£22500	103	115	18
2.0 JTDm 150 Distinctive	£21930	148	110	23
2.0 JTDm 150 Excl.	£23680	148	110	24
2.0 JTDm 150 QV Line	£25430	148	110	24
2.0 JTDm 175 Excl. TCT	£25840	173	116	24
2.0 JTDm 175 QV Line TCT	£27590	173	116	24
1750TBI 240 Q'Verde TCT	£28330	237	162	33
<b>42 2dr coupé</b> A singular statement. Flawed, perhaps, but the best current Alfa by miles	★★★★☆			
1.75T	£51320	240	157	50
1.75T Spider	£59500	240	157	50

<b>ALPINA</b>				
<b>B3 4dr saloon</b> Has fallen behind on the power stakes. Still a niche proposition	★★★★☆			
B3 Biturbo	£57450	404	177	-
<b>B3 TOURING 5dr estate</b> An estate version of the Alpina-Tuned 3 Series.	★★★★☆			
B3 Biturbo	£58950	404	179	-
<b>B4 2dr saloon</b> Less well-mannered than a M4, but is better on the road than the track	★★★★☆			
B4 Biturbo	£58950	404	177	-
B4 Biturbo Convertible	£62950	404	186	-
<b>B5 4dr saloon</b> Huge pace, and better suited to the autobahns than B-roads	★★★★☆			
B5 Biturbo	£NA	592	221	-
<b>D3 4dr saloon</b> An intoxicating mix of performance and fuel economy	★★★★☆			
D3 Biturbo	£47950	345	139	50
<b>D3 TOURING 5dr estate</b> Rapid, usable fast BMW-based estate.	★★★★☆			
D3 Biturbo	£49950	345	142	-
<b>D4 2dr coupé</b> Precise dynamics with added Alpina kudos and a great engine	★★★★☆			
D4 Biturbo	£50950	345	139	-
D4 Biturbo Convertible	£54950	345	156	-
<b>D5 4dr saloon</b> Rapid, usable and cheaper alternative to an M5	★★★★☆			
D5 Biturbo	£56950	345	155	-
<b>D5 TOURING 5dr estate</b> A fast, economical and practical BMW estate.	★★★★☆			
D5 Biturbo	£59950	345	163	-
<b>XD3 5dr 4x4</b> Alpina's first SUV is a triumph. Hugely fast, capable and desirable	★★★★☆			
3.0 XD3	£56450	345	174	-

<b>ARIEL</b>				
<b>ATOM 0dr open</b> Superbike fast track mentality. As exhilarating as track cars get	★★★★☆			
245	£29321	245	-	-
310	£34319	310	-	-

<b>NOMAD 0dr open</b> A revelation and a riot to drive, and uniquely intoxicating				
235	★★★★☆			
ENA	235	-	-	-

<b>ASTON MARTIN</b>				
<b>RAPIDE 4dr saloon</b> Four-door Aston is more practical, but just as charming	★★★★☆			
5.9 V12 S	£149144	552	300	-
<b>VANTAGE 2dr coupé</b> Stunning Brit sports car. V12 is a new benchmark for Aston	★★★★☆			
4.7 V8	£87333	430	321	-
4.7 V8 S	£99995	430	321	-
5.9 V12 S	£139145	565	-	-
<b>VANTAGE ROADSTER 2dr open</b> Drop-top suits the Vantage's relaxed nature	★★★★☆			
4.7 V8	£98995	430	321	-
4.7 V8 S	£110700	430	321	-
5.9 V12 S	£148145	565	343	-

<b>DB9 VOLANTE 2dr open</b> Open-top version of the handsome DB9 and just as charming	★★★★☆			
5.9 V12	£143495	510	333	-
5.9 V12 Black Carbon Edition	ENA	540	333	-
5.9 V12 White Carbon Edition	ENA	540	333	-
<b>DB9 2dr coupé</b> Attractive and charming as ever, but starting to show its age	★★★★☆			
5.9 V12	£142027	510	333	-
5.9 V12 GT Bond Edition	ENA	540	333	-
5.9 V12 Black Carbon Edition	ENA	540	333	-
5.9 V12 White Carbon Edition	ENA	540	333	-
<b>VANQUISH 2dr coupé</b> A British supercar for British roads. Looks the business, too	★★★★☆			
5.9 V12	£195950	568	298	-
5.9 V12 Black Carbon Edition	£195950	568	298	-
5.9 V12 White Carbon Edition	£195950	568	298	-
<b>VANQUISH VOLANTE 2dr open</b> A dazzling cruiser at heart and infinite headroom	★★★★☆			
5.9 V12	£207950	568	298	-
5.9 V12 Black Carbon Edition	£207950	568	298	-
5.9 V12 White Carbon Edition	£207950	568	298	-

<b>AUDI</b>				
<b>A1 3dr hatch</b> Audi's answer to the Mini. Fun and refined	★★★★☆			
1.0 TFSI 95 SE	£14530	93	97	15
1.6 TDI 116 SE	£15605	114	97	19
1.0 TFSI 95 Sport	£16505	93	97	15
1.4 TFSI 125 Sport	£16905	123	115	21
1.6 TDI 116 Sport	£17580	114	97	19
1.4 TFSI 125 S Line	£18900	123	117	21
1.4 TFSI 150 S Line	£19695	148	112	25
1.6 TDI 116 S Line	£19575	114	98	19
1.4 TFSI 150 Black Edition	£21290	148	117	25
1.6 TDI 116 Black Edition	£21170	114	102	19
2.0 TFSI 231 S1	£25595	228	162	33

<b>A1 SPORTBACK 5dr hatch</b> Rear doors add convenience to an attractive package	★★★★☆			
1.0 TFSI 95 SE	£15150	93	97	15
1.6 TDI 116 SE	£16225	114	97	19
1.0 TFSI 95 Sport	£17125	93	97	15
1.4 TFSI 125 Sport	£17525	123	118	21
1.6 TDI 116 Sport	£18200	114	97	19
1.4 TFSI 125 S Line	£19520	123	119	21
1.4 TFSI 150 S Line	£20315	148	112	25
1.6 TDI 116 S Line	£20195	114	98	19
1.4 TFSI 150 Black Edition	£21910	148	117	25
1.6 TDI 116 Black Edition	£21790	114	102	19
2.0 TFSI 231 S1	£26330	228	166	33

<b>A3 3dr hatch</b> Classy interior, stable handling and good engines. Second only to the Golf	★★★★☆			
1.2 TFSI 110 SE	£18865	108	114	17
1.4 TFSI 125 SE	£20165	123	117	20
1.4 TFSI 150 SE	£21015	148	105	24
1.6 TDI 110 Ultra SE	£21115	108	89	-
2.0 TDI 150 SE	£22465	148	108	23
1.6 TDI 110 Ultra SE Technik	£21865	108	89	-
2.0 TDI 150 SE Technik	£23215	148	108	23
1.2 TFSI 110 Sport Navigation	£20265	108	117	17
1.4 TFSI 125 Sport Navigation	£21565	123	122	20
1.4 TFSI 150 Sport Navigation	£22415	148	109	24
1.6 TDI 110 Sport Navigation	£22515	108	105	18
2.0 TDI 150 Sport Nav quattro	£23865	148	108	23
2.0 TDI 184 Sport Navigation	£25135	181	112	28
1.4 TFSI 125 S Line Navigation	£23715	123	124	20
1.4 TFSI 150 S Line Navigation	£24565	148	111	24
1.8 TFSI 180 S Line Nav quattro	£29305	177	153	28
1.6 TDI 110 S Line Navigation	£24665	108	107	18
2.0 TDI 150 S Line Navigation	£26015	148	109	23
2.0 TDI 150 S Line Nav quattro	£27445	148	127	-
2.0 TDI 184 S Line Navigation	£27285	181	114	28
2.0 TFSI 300 S3 quattro	£31230	296	162	36

<b>A4 4dr saloon</b> High quality and competent; leaves the dynamic finesse to its rivals	★★★★☆			
1.4 TFSI 150 SE	£25900	148	126	-
2.0 TFSI 190 SE	£27700	187	127	-
2.0 TDI 150 SE Ultra	£29150	148	99	-
2.0 TFSI 190 Sport	£28650	187	127	-
2.0 TFSI 252 Sport quattro	£35530	248	136	-
2.0 TDI 150 Sport Ultra	£30100	148	99	-
2.0 TDI 190 Sport Ultra	£31000	187	102	-
2.0 TDI 190 Sport quattro	£33960	187	114	-
3.0 V6 TDI 218 Sport	£34250	215	109	-
3.0 V6 TDI 218 Sport quattro	£35680	215	115	-
2.0 TFSI 190 S Line	£30150	187	130	-
2.0 TFSI 252 S Line quattro	£31600	248	141	-
2.0 TDI 150 S Line	£31600	148	106	-
2.0 TDI 190 S Line	£32500	187	113	-
2.0 TDI 190 S Line quattro	£35460	187	118	-
3.0 V6 TDI 218 S Line	£35750	215	114	-
3.0 V6 TDI 218 S Line quattro	£37180	215	119	-
3.0 V6 TDI 272 S Line quattro	£38950	268	134	-

<b>A4 AVANT 5dr estate</b> Classy demure and very tech savvy Audi estate	★★★★☆			
2.0 TFSI 190 SE	£29100	187	129	-
2.0 TDI 150 SE Ultra	£30550	148	104	-
2.0 TFSI 190 Sport	£30050	187	129	-
2.0 TFSI 252 Sport quattro	£36930	248	139	-
2.0 TDI 150 Sport Ultra	£31500	148	104	-
2.0 TDI 190 Sport Ultra	£32400	187	106	-
2.0 TDI 190 Sport quattro	£35360	187	116	-
3.0 V6 TDI 218 Sport	£35650	215	114	-
3.0 V6 TDI 218 Sport quattro	£37080	215	119	-

<b>A3 SALOON 4dr saloon</b> All the A3's standard attributes in a saloon body.				
1.4 TFSI 150 Sport Navigation	£23585	148	110	24
1.6 TDI 110 Sport Navigation	£23685	108	104	18
1.6 TDI 110 Sport Nav quattro	£25115	108	127	15
2.0 TDI 150 Sport Navigation	£25035	148	107	24
2.0 TDI 150 Sport Nav quattro	£26465	148	125	23
2.0 TDI 184 Sport Navigation	£26305	181	112	28
1.4 TFSI 150 S Line Navigation	£25735	148	112	24
1.8 TFSI 180 S Line Nav quattro	£30475	177	153	28
1.6 TDI 110 S Line Navigation	£25835	108	106	18
2.0 TDI 150 S Line Navigation	£27185	148	108	24
2.0 TDI 150 S Line Nav quattro	£28615	148	127	23
2.0 TDI 184 S Line Navigation	£28455	181	114	28
2.0 TFSI 300 S3 quattro	£33830	296	164	36

<b>A3 SPORTBACK 5dr hatch</b>	Classy interior, stable handling, and peppy engines	★★★★☆			
1.2 TFSI 110 SE	£19485	108	114	17	
1.4 TFSI 125 SE	£20785	123	117	20	
1.4 TFSI 150 SE	£21635	148	107	24	
1.6 TDI 110 Ultra SE	£21735	108	89	18	
1.6 TDI 110 SE quattro	£23165	108	119	15	
2.0 TDI 150 SE	£23085	148	108	24	
1.6 TDI 110 Ultra SE Technik	£22485	108	89	18	
2.0 TDI 150 SE Technik	£23835	148	108	23	
1.2 TFSI 110 Sport Navigation	£20885	108	117	17	
1.4 TFSI 125 Sport Navigation	£22185	123	122	20	
1.4 TFSI 150 Sport Navigation	£23035	148	112	24	
1.6 TDI 110 Sport Navigation	£23135	105	105	10	
1.6 TDI 110 Sport Nav quattro	£24565	108	127	15	
2.0 TDI 150 Sport Navigation	£24405	148	105	24	
2.0 TDI 150 Sport Nav quattro	£25915	148	125	24	



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
3.0 TDI 272 Black Ed quattro	E46455	268	138	42
3.0 BITDI 320 Black Ed quattro	E51165	316	164	44
4.0 TFSI 450 S6 quattro	E56545	444	214	47
<b>A6 AVANT 5dr estate</b> A capable stress buster; BITDI a giant-killer ★★★★★				
2.0 TDI 190 SE Ultra	E34345	187	118	33
2.0 TDI 190 SE quattro	E37635	187	132	-
3.0 TDI 218 SE	E40485	215	125	35
3.0 TDI 218 SE quattro	E42245	215	138	40
3.0 TDI 272 SE quattro	E43805	268	138	42
3.0 BITDI 320 SE quattro	E48515	316	164	44
3.0 TDI 190 S Line Ultra	E36870	187	119	33
2.0 TDI 190 S Line quattro	E40160	187	133	-
3.0 TDI 218 S Line	E43010	215	125	35
3.0 TDI 218 S Line quattro	E44770	215	138	40
3.0 TDI 272 S Line quattro	E46330	268	138	42
3.0 BITDI 320 S Line quattro	E51040	316	164	44
2.0 TDI 190 Black Edition Ultra	E39045	187	119	33
2.0 TDI 190 Black Ed quattro	E42335	187	133	-
3.0 TDI 218 Black Edition	E45185	215	127	35
3.0 TDI 218 Black Ed quattro	E46960	215	138	40
3.0 TDI 272 Black Ed quattro	E48520	268	138	42
3.0 BITDI 320 Black Ed quattro	E53330	316	164	44
4.0 TFSI 450 S6 quattro	E58545	444	214	47
4.0 TFSI 560 RS quattro	E79085	552	223	50
4.0 TFSI 605 RS6 Performance	E86000	596	223	50
<b>A6 ALLROAD 5dr estate</b> Rugged 4x4. Even more pricey ★★★★★				
3.0 TDI 218 quattro	E45755	215	145	39
3.0 TDI 218 Sport quattro	E49455	215	145	39
3.0 TDI 272 quattro	E47315	268	149	42
3.0 TDI 272 Sport quattro	E51015	268	149	42
3.0 BITDI 320 quattro	E52125	315	172	43
3.0 BITDI 320 Sport quattro	E55825	315	172	43
<b>A7 SPORTBACK 5dr hatch</b> A good mix of luxury, practicality and driver reward ★★★★★				
3.0 TDI 218 SE Executive Ultra	E46415	215	124	38
3.0 TDI 218 SE Exec quattro	E48170	215	138	41
3.0 TDI 272 SE Exec quattro	E50755	268	148	44
3.0 TFSI 333 S Line quattro	E53545	328	182	44
3.0 TDI 218 S Line Ultra	E49205	215	128	38
3.0 TDI 218 S Line quattro	E50980	215	142	41
3.0 TDI 272 S Line quattro	E53560	268	142	41
3.0 BITDI 320 S Line quattro	E57230	315	167	45
3.0 TFSI 333 Black Ed quattro	E55895	328	182	44
3.0 TDI 218 Black Ed quattro	E52500	215	142	41
3.0 TDI 272 Black Ed quattro	E55080	268	142	41
3.0 BITDI 320 Black Ed quattro	E58600	315	167	45
4.0 TFSI 450 S7 quattro	E63920	444	220	45
4.0 TFSI 560 RS7 quattro	E68025	552	221	50
4.0 TFSI 605 RS7 Performance	E91600	596	221	-
<b>A8 4dr saloon</b> Stylish, comfortable and solid. Not a convincing luxury saloon as others ★★★★★				
3.0 TDI 262 SE quattro	E60235	258	149	48
3.0 TDI 262 SE Exec quattro	E62840	258	149	48
4.2 TDI 385 SE Exec quattro	E73485	379	189	50
3.0 TDI 262 Sport quattro	E66475	258	155	48
4.2 TDI 385 Sport quattro	E77085	379	193	50
3.0 TDI 262 Edition 21 quattro	E73175	258	155	48
4.0 TFSI 520 S8 quattro	E81835	513	216	49
4.0 TFSI 605 S8 Plus quattro	E97700	596	231	-
4.0 TDI 262 SE quattro	E64235	258	153	48
4.0 TDI 262 SE Exec quattro	E66840	258	153	48
4.2 TDI 385 SE Exec quattro	E77450	379	190	50
3.0 TDI 262 Edition 21	E77140	258	159	48
4.0 TFSI 520 S8 quattro	E98570	493	254	50
<b>Q3 5dr 4x4</b> Typically refined and competent, but feels more A3 than SUV ★★★★★				
1.4 TFSI 150 SE	E25650	148	127	20
2.0 TFSI 180 SE quattro	E29910	177	152	28
2.0 TDI 150 SE	E27190	148	117	21
2.0 TDI 150 SE quattro	E28620	148	129	21
2.0 TDI 184 SE quattro	E29550	181	138	25
1.4 TFSI 150 S Line	E28330	138	131	20
2.0 TFSI 180 S Line quattro	E32460	177	155	28
2.0 TDI 150 S Line	E29740	148	119	21
2.0 TDI 150 S Line quattro	E31300	148	132	21
2.0 TDI 184 S Line quattro	E32100	181	140	25
2.0 TFSI 180 S Line Plus quattro	E34810	177	161	28
2.0 TDI 150 S Line Plus quattro	E33650	148	138	21
2.0 TDI 184 S Line Plus quattro	E34465	181	146	25
2.5 TFSI 340 RS Q3 quattro	E45810	335	203	37
<b>Q5 5dr 4x4</b> Premium brand with affordable SUV practicality. Dull to drive ★★★★★				
2.0 TFSI 230 SE quattro	E33255	227	173	29
2.0 TDI 150 SE quattro	E32130	148	147	22
2.0 TDI 190 SE quattro	E33105	178	148	29
3.0 TDI 258 SE quattro	E38790	254	158	39
2.0 TFSI 230 S Line quattro	E35710	227	179	29
2.0 TDI 150 S Line quattro	E34530	148	150	22
2.0 TDI 190 S Line quattro	E35540	178	151	29
3.0 TDI 258 S Line quattro	E41190	254	161	39

## AUTOCAR TOP FIVES

## Hardcore sports



**1 Porsche 911 GT3** From £100,000  
A singular achievement. The 911 hard-fired to a near-flawless finish. Too perfect? You'll struggle to care. ★★★★★



**2 Ferrari 458 Speciale** From £208,000  
Huge premium means it can't overcome the GT3, but that doesn't stand between it and greatness. Fabulous. ★★★★★



**3 Aston Martin V12 Vantage S** From £138,000  
The best Aston in a decade. All the bruiser's edges have been smartly smoothed away. What's left is plain magic. ★★★★★



**4 Lotus Exige S** From £53,000  
Only fantasy machines of a rare and expensive calibre are capable of seeing off the Lotus. It's that good. ★★★★★



**5 Nissan GT-R Nismo** From £125,000  
Nismo version takes the GT-R boldly into new realms of fantasy. Has to be driven to be believed. Still short on soul. ★★★★★



# NEW CARS A-Z

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
353d xDrive M Sport	£41665	308	151	40
<b>3 SERIES GT 5dr hatch</b> Hatchback practicality meets 3 Series talent. Duller but decent <b>★★★★★</b>				
320i SE	£29905	181	155	31
320i Sport	£30905	181	155	31
320i M Sport	£31905	181	155	31
320i xDrive SE	£32155	181	155	31
320i xDrive M Sport	£33405	181	165	31
320i xDrive M Sport	£34045	181	165	31
320i xDrive M Sport	£33655	181	165	31
328i SE	£33105	241	157	35
328i Sport	£34105	241	157	35
328i M Sport	£35355	241	157	35
335i M Sport	£40565	302	189	38
335i M Sport	£40815	302	189	38
318d SE	£31275	148	121	24
318d Sport	£32275	148	121	24
318d M Sport	£33275	148	121	24
320d SE	£33525	148	121	24
320d Sport	£32375	187	125	30
320d M Sport	£33375	187	125	30
320d xDrive SE	£34375	187	125	31
320d xDrive M Sport	£34625	187	125	31
320d xDrive SE	£35425	187	124	31
320d xDrive M Sport	£36425	187	124	31
320d xDrive M Sport	£37425	187	124	31
320d xDrive M Sport	£37675	187	124	31
325d SE	£43405	215	136	34
325d M Sport	£43655	215	136	34
330d SE	£37705	254	137	40
330d M Sport	£39705	254	137	40
330d M Sport	£39955	254	137	40
330d xDrive SE	£39220	254	141	40
330d xDrive M Sport	£41220	254	141	40
330d xDrive M Sport	£41470	254	141	40
335d xDrive M Sport	£44120	308	149	42
335d xDrive M Sport	£44370	308	149	42
<b>4 SERIES COUPÉ 2dr coupé</b> More talented GT than brilliant B-road steers. <b>★★★★★</b>				
420i SE	£30125	181	144	30
420i Sport	£31625	181	146	30
420i M Sport	£32625	181	146	30
420i M Sport	£33125	181	146	30
420i xDrive SE	£31660	181	159	30
420i xDrive M Sport	£33160	181	163	30
420i xDrive M Sport	£34160	181	163	31
428i SE	£33520	242	154	33
428i Sport	£35020	242	156	33
428i M Sport	£36020	242	156	34
428i xDrive SE	£36520	242	156	34
435i M Sport	£41870	302	188	36
435i M Sport	£42370	302	188	36
M4	£57055	425	204	42
418d SE	£31695	148	110	24
418d Sport	£33195	148	118	25
418d M Sport	£34195	148	118	25
420d SE	£34695	148	118	25
420d M Sport	£34995	181	111	30
420d Sport	£33995	181	119	31
420d xDrive SE	£34995	181	119	31
420d M Sport	£35495	181	119	31
420d xDrive SE	£35495	181	125	30
420d xDrive M Sport	£36495	181	125	30
420d xDrive M Sport	£36995	181	125	30
425d SE	£35430	215	131	33
425d Sport	£36930	215	136	34
425d xDrive SE	£37930	215	136	34
425d M Sport	£38430	215	136	34
425d xDrive SE	£40445	255	134	40
430d M Sport	£40945	255	134	40
430d xDrive M Sport	£41960	255	142	40
430d xDrive M Sport	£42460	255	142	40
435d xDrive M Sport	£45245	308	147	41
435d xDrive M Sport	£45745	308	147	41
<b>4 SERIES CONVERTIBLE 2dr open</b> A quality product, but some of the verve has gone <b>★★★★★</b>				
420i SE	£34910	181	154	30
420i Sport	£36410	181	158	31
420i M Sport	£37410	181	158	31
428i SE	£37720	242	159	33
428i Sport	£39220	242	163	33
428i M Sport	£40220	242	163	34
428i xDrive SE	£40720	242	163	34
435i M Sport	£45685	302	194	39
435i M Sport	£46185	302	194	39
M4	£61150	425	213	42
420d SE	£37250	187	127	31
420d Sport	£38880	187	127	31
420d M Sport	£39880	187	127	31
420d xDrive SE	£40380	187	127	31
425d SE	£39240	215	138	34
425d Sport	£40755	215	143	34
425d M Sport	£41755	215	143	34
425d xDrive SE	£42255	215	143	35
430d M Sport	£45200	255	144	41
430d M Sport	£45700	255	144	41
435d xDrive M Sport	£49100	308	155	42
435d xDrive M Sport	£49600	308	155	42
<b>4 SERIES GRAN COUPÉ 4dr saloon</b> A prettier 3 Series. Very good, but not better. <b>★★★★★</b>				
420i SE	£30125	181	149	29
420i Sport	£31660	181	153	29
420i M Sport	£32660	181	153	29
420i M Sport	£33160	181	153	30
420i xDrive SE	£31660	181	161	30
420i xDrive M Sport	£33160	181	164	30
420i xDrive M Sport	£34160	181	164	31
428i SE	£33520	241	154	33
428i Sport	£35020	241	156	33
428i M Sport	£36020	241	156	34
428i xDrive SE	£36520	241	156	34
435i M Sport	£41870	302	193	36
435i M Sport	£42370	302	193	36
418d SE	£31695	148	114	23
418d Sport	£33195	148	118	24
418d M Sport	£34195	148	118	24

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
418d M Sport	£33495	148	118	24
420d SE	£32495	187	111	30
420d Sport	£33995	187	119	30
420d xDrive SE	£34995	187	119	30
420d xDrive M Sport	£35995	187	121	29
420d xDrive M Sport	£36495	187	129	29
420d xDrive M Sport	£36995	187	129	30
430d M Sport	£40445	255	139	39
430d xDrive M Sport	£41960	255	145	39
430d xDrive M Sport	£42460	255	145	39
435d xDrive M Sport	£45245	308	150	41
435d xDrive M Sport	£45745	308	150	41
<b>5 SERIES 4dr saloon</b> Everything you would want from a mid-sized exec rolled into one <b>★★★★★</b>				
520i SE	£33130	181	149	36
520i M Sport	£35965	181	154	37
520i M Sport	£35965	181	159	37
528i SE	£36695	242	142	40
528i M Sport	£39495	242	147	41
535i M Sport	£39530	242	152	41
535i M Sport	£44690	302	174	42
535i M Sport	£44745	302	179	42
550i M Sport	£57615	422	199	46
550i M Sport	£57915	422	206	46
ActiveHybrid 5 SE	£47790	302	149	44
ActiveHybrid 5 M Sport	£48825	302	159	44
ActiveHybrid 5 M Sport	£50625	302	163	44
4.4 V8 M5	£73970	552	231	48
518d M Sport	£30865	148	114	30
518d M Sport	£33665	148	119	31
520d SE	£33665	148	124	31
520d M Sport	£32365	187	114	34
520d M Sport	£35165	187	119	36
520d M Sport	£35165	187	124	36
525d SE	£36980	215	129	39
525d M Sport	£39910	215	134	40
530d SE	£41455	254	134	43
530d M Sport	£44255	254	139	43
530d M Sport	£44270	254	144	43
535d M Sport	£48920	308	143	45
535d M Sport	£48920	308	148	45
<b>5 SERIES TOURING 5dr estate</b> Excellent car made more practical. 520d the best <b>★★★★★</b>				
520i SE	£33565	181	157	36
520i M Sport	£38165	181	162	37
520i M Sport	£38165	181	162	37
528i SE	£38895	242	149	40
528i M Sport	£41730	242	154	41
528i M Sport	£41730	242	154	41
535i M Sport	£46945	302	179	42
535i M Sport	£46945	302	179	42
535i M Sport	£33065	148	122	30
518d M Sport	£35865	148	127	31
520d SE	£34565	187	122	34
520d M Sport	£37365	187	127	36
520d M Sport	£37365	187	127	36
525d SE	£39310	215	136	39
525d M Sport	£42125	215	141	40
525d M Sport	£42125	215	141	40
530d SE	£43655	254	139	43
530d M Sport	£46470	254	144	43
530d M Sport	£46470	254	144	43
535d M Sport	£51120	308	149	45
535d M Sport	£51120	308	149	45
<b>5 SERIES GT 5dr hatch</b> Fine cabin, but only seats four. Four ride and steering <b>★★★★★</b>				
535i M Sport	£49465	302	192	44
535i M Sport	£50265	302	192	44
550i M Sport	£59515	422	214	46
550i M Sport	£60465	422	214	46
520d SE	£38045	181	148	33
520d M Sport	£40845	181	144	34
520d M Sport	£40845	181	144	34
530d SE	£46965	254	157	43
530d M Sport	£48965	254	153	44
535d M Sport	£49765	308	154	46
535d M Sport	£51885	308	154	46
535d M Sport	£52685	308	154	46
<b>7 SERIES 4dr saloon</b> Its diesel powertrain and infotainment lead the class. Still too bland <b>★★★★★</b>				
740Li M Sport	£72060	321	159	44
750i	£75710	321	164	45
750i	£76320	422	186	-
730d M Sport	£79790	422	189	-
730d</				



# AUTOCAR TOP FIVES

## Compact crossovers



**1 Skoda Yeti** From £16,000  
Almost a blueprint for crossover appeal: chunky looks, hatchback handling and compact MPV practicality. ★★★★★



**2 Renault Captur** From £14,000  
The best of the B-segment crossovers, the Captur combines style, freshness and value in a versatile package. ★★★★★



**3 Nissan Juke** From £14,000  
The Qashqai taught Nissan the value of being different; the Juke is its equally bold (if not quite as brilliant) follow-up. ★★★★★



**4 Suzuki SX4 S-Cross** From £14,000  
Capable in most respects – being decent to look at, drive and sit in – with exceptional fuel economy as the kicker. ★★★★★



**5 Dacia Duster** From £10,000  
Outstanding capability for the money. Better with all-wheel drive. Basic, yes – but in a very good way. ★★★★★

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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.2 Zetec	£10695	68	115	3
1.2 Titanium	£11995	68	115	3
<b>B-MAX 5dr MPV</b> Fiesta dynamics and sliding door access provide convincing selling points ★★★★★				
1.0T EcoBoost 100 Zetec	£15595	99	119	9
1.0T EcoBoost 100 Titanium	£16695	99	119	9
1.0T EcoBoost 125 Zetec	£16195	123	114	13
1.0T EcoBoost 125 Titanium	£17295	123	114	13
1.0T EcoBoost 125 Titanium X	£18495	123	114	13
1.4 90 Studio	£13195	89	139	7
1.4 90 Zetec	£14995	89	139	8
1.6 105 Zetec Powershift	£16695	103	149	10
1.6 105 Titanium Powershift	£17795	103	149	11
1.6 105 Titanium X Powershift	£18995	103	149	11
1.5 TDCi 75 Zetec	£16545	74	98	8
1.5 TDCi 95 Zetec	£17045	94	98	10
1.5 TDCi 95 Titanium	£18125	94	98	11
1.5 TDCi 95 Titanium X	£19325	94	98	11
1.4 90 Zetec Red Edition	£17545	89	139	8
1.6 105 Zetec Powershift Red Ed	£17445	103	149	10
1.0T EcoBoost 140 Zetec Red Ed	£17245	138	116	11
1.4 90 Zetec White Edition	£17545	89	139	8
1.6 105 Zetec P-Shift White Ed	£17745	103	149	10
1.0T EcoBoost 140 Zetec White Ed	£17245	138	116	11
1.4 90 Zetec Silver Edition	£17545	89	139	8
1.6 105 Zetec P-Shift Silver Ed	£17745	103	149	10
1.0T EcoBoost 140 Zetec Silver Ed	£17245	138	116	11
<b>FIESTA 3dr hatch</b> No longer the class leader in every respect, but for ride and handling it still is ★★★★★				
1.6 105 Zetec Powershift	£15045	103	138	12
1.0 80 Zetec S-S	£13795	79	97	7
1.0 80 Titanium S-S	£14795	79	97	7
1.0T EcoBoost Zetec S-S	£14295	99	111	9
1.0T EcoBoost Zetec Black Edit	£14745	99	111	9
1.0T EcoBoost Zetec White Edit	£14745	99	111	9
1.0T EcoBoost Titanium S-S	£15295	99	111	9
1.0T EcoBoost Titanium X S-S	£16545	99	111	9
1.0T 125 EcoBoost Titanium S-S	£15795	123	99	15
1.0T 125 EcoBoost Titanium X S-S	£17045	123	99	15
1.0T 125 EcoBoost Zetec S-S	£16045	123	99	15
1.0T 140 EcoBoost Zetec S-S	£16345	138	104	16
1.0T 140 EcoBoost Zetec S Red Edit	£16445	138	104	16
1.0T 140 EcoBoost S Black Edit	£16945	138	104	16
1.25 60 Studio	£10245	59	122	3
1.25 60 Style	£11995	59	122	4
1.25 82 Style	£12495	80	122	7
1.25 82 Zetec	£13295	80	122	7
1.25 82 Zetec Black Edition	£13745	80	122	7
1.25 82 Zetec White Edition	£13745	80	122	7
1.6 105 Zetec Powershift	£15145	103	138	12
1.6 105 Titanium Powershift	£16145	103	138	12
1.6 180 EcoBoost ST-1	£17645	180	138	30
1.6 180 EcoBoost ST-2	£18645	180	138	30
1.6 180 EcoBoost ST-3	£19645	180	138	30
1.5 TDCi 75 Style	£14095	74	94	8
1.5 TDCi 75 Zetec	£14895	74	94	8
1.5 TDCi 75 Titanium	£15895	74	94	8
1.5 TDCi 95 Style Economic	£15195	94	82	11
1.5 TDCi 95 Zetec Economic	£15795	94	82	12
1.5 TDCi 95 Zetec S	£16645	94	82	12
1.5 TDCi 95 Titanium EcoNetic	£16795	94	82	12
1.5 TDCi 95 Titanium X	£17645	94	82	12
<b>FIESTA 5dr hatch</b> No longer the class leader in every respect, but for ride and handling it still is ★★★★★				
1.25 82 Style	£13095	80	122	7
1.6 105 Titanium Powershift	£16645	103	138	12
1.6 105 Zetec Powershift	£15745	103	138	12
1.0 80 Zetec S-S	£14395	79	97	6
1.0 80 Titanium S-S	£15395	79	97	7
1.0T EcoBoost Zetec S-S	£14895	99	111	9
1.0T EcoBoost Zetec Black Edit	£15345	99	111	9
1.0T EcoBoost Zetec White Edit	£15345	99	111	9
1.0T EcoBoost Titanium S-S	£15895	99	111	9
1.0T EcoBoost Titanium X S-S	£17045	99	111	9
1.0T 125 EcoBoost Titanium S-S	£16395	123	99	15
1.0T 125 EcoBoost Titanium X S-S	£17545	123	99	15
1.25 60 Style	£12595	59	122	4
1.25 82 Zetec	£13895	80	122	7
1.25 82 Zetec Black Edition	£14345	80	122	7
1.25 82 Zetec White Edition	£14345	80	122	7
1.6 105 Zetec Powershift	£15745	103	138	12
1.6 105 Titanium Powershift	£16745	103	138	12
1.5 TDCi 75 Style	£14695	74	94	8
1.5 TDCi 75 Zetec	£15495	74	94	8
1.5 TDCi 75 Titanium	£16495	74	94	8
1.5 TDCi 95 Style Economic S-S	£15795	94	82	11
1.5 TDCi 95 Zetec Economic S-S	£16395	94	82	12
1.5 TDCi 95 Titanium Economic	£17395	94	82	12
1.5 TDCi 95 Titanium X	£18245	94	82	12
<b>ECOSPORT 5dr hatch</b> Pumped up Fiesta okay, but developing world origins show through ★★★★★				
1.0T EcoBoost 125 Titanium	£16645	123	125	11
1.0T EcoBoost 125 Zetec	£15345	123	125	11
1.5 Duratec 112 Titanium P-Shift	£17245	110	149	10
1.5 TDCi 112 Zetec	£14445	110	149	10
1.5 TDCi 95 Titanium	£17395	94	115	10
1.5 TDCi 95 Zetec	£15895	94	115	10
<b>FOCUS 5dr hatch</b> Still appealing for its good drive, but not as much as it perhaps should ★★★★★				
1.6 125 Zetec S	£21095	123	146	14
1.0T EcoBoost Style	£17595	99	105	10
1.0T EcoBoost Style	£17945	99	105	10
1.0T EcoBoost Zetec	£18595	99	105	10
1.0T EcoBoost Titanium	£20095	99	105	10
1.0T EcoBoost Titanium	£22095	99	105	10
1.0T 125 Ebst Style Powershift	£19345	123	125	14
1.0T 125 EcoBoost Zetec	£19095	123	108	14
1.0T 125 EcoBoost Zetec S	£20345	123	108	14
1.0T 125 EcoBoost Titanium X	£20595	123	108	14
1.0T 125 EcoBoost Titanium	£22595	123	108	14
1.5T EcoBoost Zetec S	£20845	148	127	14
1.5T EcoBoost Titanium	£21095	148	127	14
1.5T 182 Ebst Zetec Red Edition	£21995	180	127	14
1.5T 182 Ebst Zetec Black Edit	£22520	180	127	14
1.5T 182 EcoBoost Titanium X	£23820	180	127	14
1.6 85 Style	£15995	84	136	7
1.6 105 Style	£17095	103	136	11
1.6 125 Style Powershift	£18845	123	146	14
1.6 125 Zetec Powershift	£19845	123	146	14
1.6 125 Zetec S Powershift	£21095	123	146	14
1.6 125 Titanium Powershift	£21345	123	146	14
2.0T 250 EcoBoost ST-1	£22495	247	159	34
2.0T 250 EcoBoost ST-2	£24245	247	159	35
2.0T 250 EcoBoost				



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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.6 CRDi 115 Premium	£16695	113	115	13
<b>TUCSON 5dr 4x4</b> Classy, roomy cabin, predictable handling. Very competitive	★★★★★			
1.6 GDI 132 S 2WD	£18695	130	147	15
1.7 CRDi 116 S 2WD	£20195	114	119	15
1.6 GDI 132 SE 2WD	£20495	130	147	15
1.7 CRDi 116 SE 2WD	£21995	114	119	16
1.6 GDI 132 SE Nav 2WD	£22195	130	147	16
1.7 CRDi 116 SE Nav 2WD	£22795	114	119	16
2.0 CRDi 136 SE Nav 4WD	£24195	134	127	22
2.0 CRDi 136 SE Nav 4WD	£25825	134	139	22
2.0 CRDi 185 SE Nav 4WD	£26695	183	154	22
1.7 CRDi 116 Premium 2WD	£25045	114	119	13
2.0 CRDi 136 Premium 2WD	£26445	134	127	13
2.0 CRDi 136 Premium 4WD	£28075	134	139	19
2.0 CRDi 185 Premium 4WD	£28710	183	154	22
1.6 T-GDI 177 Premium 4WD	£26495	177	177	19
2.0 CRDi 136 Premium SE 2WD	£28345	134	127	20
2.0 CRDi 136 Premium SE 4WD	£29975	134	139	23
2.0 CRDi 185 Premium SE 4WD	£30845	183	154	23
1.6 T-GDI 177 Premium SE 4WD	£28845	177	177	19
<b>SANTA FE 5dr 4x4</b> An injection of class has enhanced the Santa Fe's easygoing appeal	★★★★★			
2.2 CRDi Premium 5st	£31245	197	161	27
2.2 CRDi Premium 7st	£32445	197	161	27
2.2 CRDi Premium 7st	£36095	197	161	28
<b>GENESIS 4dr saloon</b> Ambitious V6 petrol saloon, but severely out of its depths	★★★★★			
3.8 V6 GDI RWD	£31245	311	261	-

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
2.0i 240 R-Sport	£33090	237	179	-
2.0i 240 Portfolio	£33740	237	179	-
3.0i 340 S	£44995	335	194	-
2.0d163 SE	£29775	159	99	-
2.0d163 Prestige	£30775	161	99	-
2.0d163 R-Sport	£32325	161	99	-
2.0d163 Portfolio	£32975	161	99	-
2.0d180 SE	£30275	178	109	-
2.0d180 SE AWD Auto	£33825	178	109	-
2.0d180 Prestige	£31275	178	109	-
2.0d180 Prestige AWD Auto	£34825	178	109	-
2.0d180 R-Sport	£33025	178	109	-
2.0d180 R-Sport AWD Auto	£36575	178	109	-
2.0d180 Portfolio	£33675	178	109	-
2.0d180 Portfolio AWD Auto	£37225	178	109	-
<b>XR4dr saloon</b> Sublime Brit exec. Great interior and dynamics. XFR a five-star car	★★★★★			
2.0d163 Portfolio	£36400	161	104	33
2.0d163 R-Sport	£34200	161	104	33
2.0d180 R-Sport	£35100	178	114	38
2.0d180 R-Sport AWD Auto	£38650	178	114	38
2.0d180 Prestige	£32300	161	104	33
2.0d180 Prestige	£32800	178	114	38
2.0d180 Prestige AWD Auto	£36350	178	114	38
2.0d180 Portfolio	£37300	178	114	40
2.0d180 Portfolio AWD Auto	£40850	178	114	40
3.0 V6 300 S	£49995	296	144	44
3.0 V6 380 S	£49995	375	198	44
<b>XL4dr saloon</b> A divine mix of dynamism and refinement, not too spacious as some	★★★★★			
3.0 V6 R-Sport	£75435	335	211	-
3.0 V6 R-Sport	£70795	296	155	-
3.0 V6 Portfolio	£73535	335	211	-
3.0 V6 Portfolio LWB	£76535	335	211	-
3.0 V6 XJR	£91755	354	264	50
3.0 V6 XJR	£58690	296	149	48
3.0 V6 XJR	£61690	296	149	48
3.0 V6 XJR	£62690	296	149	48
3.0 V6 XJR	£66990	296	149	48
3.0 V6 XJR	£69075	296	155	49
3.0 V6 XJR	£72075	296	155	49
<b>F-TYPE 2dr coupé</b> Cheaper than the roadster. Gains in rigidity mean it's better too	★★★★★			
3.0 V6	£51760	335	199	50
3.0 V6 S	£60760	375	203	50
3.0 V6 S AWD	£67405	375	211	50
3.0 V6 British Design Ed AWD	£75255	375	211	50
3.0 V6 R AWD	£91660	543	269	50
<b>F-TYPE CONVERTIBLE 2dr open</b> Serious money, but a serious car with a likeable wild side	★★★★★			
3.0 V6	£57245	335	199	50
3.0 V6 S	£66245	375	203	50
3.0 V6 S AWD	£72890	375	211	50
3.0 V6 British Design Ed AWD	£80390	375	211	50
3.0 V6 R AWD	£92295	543	255	50
3.0 V6 R AWD	£97145	543	269	50
<b>F-PACE 5dr 4x4</b> Luxury Jaguar SUV ticks all the boxes for refinement, handling and ease of use	★★★★★			
2.0d180 Prestige	£34170	177	129	-
2.0d180 Prestige AWD	£36110	177	134	-
2.0d180 R-Sport	£36670	177	129	-
2.0d180 R-Sport AWD	£38610	177	134	-
2.0d180 Portfolio	£39170	177	129	-
2.0d180 Portfolio AWD	£41110	177	134	-
3.0 V6 300 S AWD Auto	£51450	296	159	-
3.0 V6 300 First Edition AWD	£65275	296	159	-
3.0 V6 380 S AWD Auto	£51450	375	209	-

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>RENEGADE 5dr 4x4</b> Middling compact crossover with chunky looks but no obvious charm	★★★★★			
1.6 E-Torq Sport	£17295	109	141	-
1.6 MultiJet II Sport	£18995	118	115	-
1.6 E-Torq Longitude	£19195	109	141	-
1.6 MultiJet II Longitude	£20395	138	140	-
1.6 MultiJet II Longitude DDC2	£21795	138	137	-
1.6 MultiJet II Longitude	£20895	108	115	-
2.0 MultiJet II Longitude 4WD	£23395	138	134	-
1.6 MultiJet II Limited	£22995	138	140	-
1.6 MultiJet II Limited DDC2	£24395	138	137	-
1.6 MultiJet II Limited 4WD	£27195	168	160	-
1.6 MultiJet II Limited	£25995	108	115	-
2.0 MultiJet II Limited 4WD	£25995	138	134	-
2.0 MultiJet II Ltd AWD Auto	£27795	138	150	-
2.0 MultiJet II Trailhawk	£28595	168	151	-
<b>WRANGLER 5dr 4x4</b> Heavy-duty off-roader lacks on-road manners	★★★★★			
3.6 V6 Sahara	£30240	280	263	-
3.6 V6 Overland	£32390	280	263	-
3.6 V6 Rubicon	£31140	280	270	-
<b>WRANGLER 5dr 4x4</b> Heavy-duty and large off-roader is rather cumbersome	★★★★★			
3.6 V6 Sahara	£31910	280	273	-
3.6 V6 Overland	£34060	280	273	-
3.6 V6 Rubicon	£32810	280	276	-
<b>CHEROKEE 5dr 4x4</b> Hamstrung by poor UK spec. Uninspiring, but roomy and practical	★★★★★			
2.0d Longitude	£26095	138	139	-
2.0d Longitude 4WD	£28095	138	139	-
2.2d Longitude 4WD	£30845	182	150	-
2.0d Longitude + 4WD	£28295	138	139	-
2.0d Longitude + 4WD	£30295	138	139	-
2.0d Longitude + 4WD	£33045	182	150	-
2.0d Limited	£31795	138	139	-
2.0d Limited 4WD	£33795	138	139	-
2.2d Limited 4WD	£36795	197	150	-
2.2d Limited 4WD Active Drive	£37995	197	160	-
2.2d Limited 4WD	£38545	268	223	-
2.2d Night Eagle 4WD	£37695	197	150	-
<b>GRAND CHEROKEE 5dr 4x4</b> Comfortable and well-equipped	★★★★★			
3.0 V6 190 CRD Laredo	£38895	198	198	36
3.0 V6 CRD Limited	£41495	247	198	40
3.0 V6 CRD Limited Plus	£44495	247	198	40
3.0 V6 CRD Overland	£48195	247	198	41
3.0 V6 CRD Summit	£51995	247	198	41
6.4 V8 SRT	£65995	461	327	50

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
2.0 Superlight	£79305	237	185	-
2.0 APT 3i, Line 300	£59755	296	189	-
<b>LAMBORGHINI</b>				
<b>HURACÁN 2dr coupé</b> A supercar to its bones, but the flaws are just as obvious	★★★★★			
5.2 V10 LP 610-4	£180720	602	290	-
5.2 V10 LP 610-4 Spyder	£NA	602	285	-
5.2 V10 LP 580-2	£NA	572	278	-
<b>AVANTADOR 2dr coupé</b> Big, bullish and ballistic. But not perfect	★★★★★			
6.5 LP700-4	£260040	690	398	-
6.5 LP700-4 Roadster	£288840	690	370	-
LP750-4 Supervercote	£315078	740	370	-
LP750-4 Supervercote Roadster	£NA	740	370	-
<b>LAND ROVER</b>				
<b>DISCOVERY 5dr 4x4</b> Great off and on-road ability, but now outdated	★★★★★			
3.0 SDV6 SE	£41600	252	203	39
3.0 SDV6 SE Tech	£47500	252	203	39
3.0 SDV6 Graphite	£47495	252	203	39
3.0 SDV6 Landmark	£55995	252	203	39
3.0 SDV6 255 HSE	£54500	252	203	40
3.0 SDV6 255 HSE Luxury	£59970	252	203	41
<b>DISCOVERY Sport 5dr 4x4</b> Hugely alluring with the usual Land Rover capability	★★★★★			
2.0 TD4 E-Capability SE	£31095	148	129	28
2.0 TD4 SE	£32795	178	139	28
2.0 TD4 E-Capability SE Tech	£32595	148	129	28
2.0 TD4 SE Tech	£34295	178	139	28
2.0 TD4 E-Capability HSE	£33795	148	129	28
2.0 TD4 HSE	£37195	178	139	28
2.0 TD4 HSE Black Auto	£41720	178	139	28
2.0 TD4 HSE Dynamic	£41595	148	129	28
2.0 TD4 HSE Dynamic Lux	£46510	148	129	28
<b>RANGE ROVER EVOQUE 3dr 4x4 A</b> desirable, poised and capable off-road	★★★★★			
2.0d e4 SE Tech 2WD	£32600	148	109	29
2.0 TD4 SE Tech 4WD Auto	£37000	177	129	29
2.0 TD4 HSE Dynamic 4WD	£42700	177	129	33
2.0 TD4 HSE Dynamic 4WD	£43400	237	181	33
2.0 TD4 HSE Dynamic 4WD	£48900	237	181	33
2.0 TD4 HSE Dynamic Lux 4WD	£48200	177	129	34
2.0 TD4 Automatic 4WD	£52200	177	134	34
<b>RANGE ROVER EVOQUE 5dr 4x4 A</b> Available in five-door format but not hugely practical	★★★★★			
2.0d e4 SE 2WD	£30600	148	113	28
2.0 TD4 SE 4WD	£33200	177	125	28
2.0 TD4 SE Tech 2WD	£32600	148	113	28
2.0 TD4 SE Tech 4WD	£35200	177	125	28
2.0 TD4 HSE Dynamic 4WD	£40900	177	125	28
2.0 TD4 HSE Dynamic Lux 4WD	£43400	237	181	33
2.0 TD4 Automatic 4WD	£52200	177	134	34
<b>RANGE ROVER EVOQUE CONVERTIBLE</b>				
2dr open Without its roof, but has 4WD	★★★★★			
2.0 TD4 HSE Dyn Convertible	£47500	177	149	-
2.0 TD4 HSE Dyn Convertible	£48200	236	125	-
2.0 TD4 HSE Dyn Lux Conv	£51700	177	113	-
2.0 TD4 HSE Dyn Lux Conv	£52400	236	125	-
<b>RANGE ROVER 5dr 4x4</b> Envelopes you in luxury no matter where you are	★★★★★			
5.0 V8 Autobiography	£103350	503	299	50
5.0 V8 Autobiography LWB	£111050	503	299	50
5.0 V8 SV Autobiography	£149800	543	299	50
5.0 V8 SV Autobiography LWB	£165500	543	299	50
3.0 TDV6 Vogue	£75850	255	182	45
3.0 TDV6 Vogue SE	£82750	255	182	45
3.0 TDV6 Autobiography	£92450	255	182	45
3.0 TDV6 SV Autobiography LWB	£160500	349	164	50
3.0 SDV6 Hybrid Autobiography	£103350	349	164	50
3.0 SDV6 Hybrid Agrapahy LWB	£111050	349	164	50
4.4 SDV8 Vogue	£82850	335	219	50
4.4 SDV8 Vogue SE	£89750	335	219	50
4.4 SDV8 Autobiography	£99450	335	219	50
4.4 SDV8 SV Autobiography LWB	£107150	335	219	50
4.4 SDV8 SV Autobiography LWB	£156900	335	219	50
<b>RANGE ROVER SPORT 5dr 4x4</b> Just the right kind of dynamic twist. Brilliant	★★★★★			
5.0 V8 Autobiography Dynamic	£85100	503	298	49
5.0 V8 SVR	£95900	543	298	49
3.0 SDV6 HSE	£62700	302	185	43
3.0 SDV6 HSE Dynamic	£67900	302	185	43
3.0 SDV6 A8 Autobiography Dynamic	£78600	302	185	43
SDV6 Hybrid Agrapahy Dynamic	£85100	349	164	45
4.4 SDV8 A8 Autobiography Dynamic	£85100	335	219	47

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>LEXUS</b>				
<b>CT 5dr hatch</b> Makes sense only as a company car. Pricey, flawed and a pokey canon	★★★★★			
200h S	£22145	134	82	19
200h SE	£22745	134	94	19
200h Advance	£24245	134	94	19
200h Lux	£24745	134	94	20
200h Sport	£26495	134	94	20
200h F Sport	£26995	134	94	20
200h Premier	£29745	134	94	21
<b>IS 4dr saloon</b> Sleek junior exec. well made and interesting. Still a left-field choice	★★★★★			
200i Sport	£28995	241	167	-
200i F Sport	£31495	241	167	-
200i Premier	£35750	241	167	-
300h SE	£28995	220	97	31
300h Executive Edition	£29995	220	97	31
300h Sport	£29995	220	107	31
300h Luxury	£30995	220	104	32
300h Advance	£31495	220	104	



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
CLIA 220d OrangeArt	£34280	175	109	28
CLIA 220d Sport 4Matic	£31580	175	123	29
CLIA 220d AMG Sport 4Matic	£33780	175	123	30
CLIA 220d OrangeArt 4Matic	£35780	175	123	30
CLIA SHOOTING BRAKE 5dr estate	Attractive	★★★★★		
From some angles	★★★★★			
CLIA 180 Sport	£26030	120	134	23
CLIA 180d AMG Sport	£28230	120	134	24
CLIA 250 AMG 4Matic	£35930	215	158	33
CLIA45 AMG	£43510	375	171	45
CLIA 200d Sport	£28050	134	111	24
CLIA 200d AMG Sport	£29500	134	111	24
CLIA 220d Sport	£30930	175	107	28
CLIA 220d AMG Sport	£33130	175	108	28
CLIA 220d OrangeArt	£35130	175	108	30
CLIA 220d Sport 4Matic	£32430	175	126	27
CLIA 220d AMG Sport 4Matic	£34630	175	126	28
CLIA 220d OrangeArt 4Matic	£36630	175	126	30
C-CLASS COUPE 2dr coupe	Nice balance of style,	★★★★★		
usability and driver reward	★★★★★			
C220d Sport	£33645	168	106	13
C220d AMG Line	£34960	168	113	13
C250d Sport	£36120	202	109	19
C250d AMG Line	£37625	202	112	19
C200 Sport	£33515	182	123	13
C200 AMG Line	£35315	182	132	13
C300 Sport	£35640	241	146	14
C300 AMG Line	£36990	241	154	14
C63 AMG	£61160	469	200	29
C63 S AMG	£68070	503	200	29
C63 Edition 1 AMG	£76900	503	200	29
C-CLASS 4dr saloon	Stellar cabin and polished drive	★★★★★		
increase appeal; engines not so good	★★★★★			
C200d SE	£29380	134	101	24
C200d Sport	£31375	134	101	25
C200d AMG Line	£32870	134	106	25
C220d SE	£30175	168	103	30
C220d Sport	£32170	168	103	30
C220d AMG Line	£33665	168	108	31
C250d SE	£32830	202	109	36
C250d Sport	£34825	202	109	37
C250d AMG Line	£36320	202	117	37
C300 SE	£35440	227	94	37
C300 Sport	£37435	227	94	37
C300 AMG Line	£38930	227	100	37
C200 SE	£27665	181	123	29
C200 AMG Line	£29660	181	123	31
C350d Sport	£31285	181	132	31
C63 AMG	£38270	289	48	38
C63 S AMG	£60060	469	192	47
C63 S AMG	£66810	503	192	48
C-CLASS ESTATE 5dr estate	Decent practicality	★★★★★		
and fantastic interior. Only okay to drive	★★★★★			
C200d SE	£30580	134	109	24
C200d Sport	£32575	134	111	25
C200d AMG Line	£34070	134	117	25
C220d SE	£31375	168	108	30
C220d Sport	£33370	168	108	31
C220d AMG Line	£34865	168	113	31
C250d SE	£34030	201	117	36
C250d Sport	£36025	201	117	37
C250d AMG Line	£37520	201	122	37
C300d Sport	£38635	227	99	37
C300d AMG Line	£40130	227	104	37
C200 SE	£28865	181	128	29
C200 Sport	£30860	181	128	31
C200 AMG Line	£32485	181	132	31
C350d Sport	£39470	289	48	38
C63 AMG	£61260	469	196	47
C63 S AMG	£68010	503	196	48
E-CLASS 4dr saloon	A refined Mercedes, but its	★★★★★		
price, less sporting than its rivals	★★★★★			
E220 BlueTEC SE	£34870	174	121	33
E220 BlueTEC AMG Night Edition	£37565	174	123	33
E250 BlueTEC AMG Night Edition	£42010	254	136	42
E350 SE	£36070	208	138	45
E350 AMG Night Edition	£38765	208	138	47
E63 AMG	£47475	549	233	47
E63 S AMG	£48720	576	235	48
E220d SE	£35935	191	102	13
E220d AMG Line	£38430	191	112	13
E350d SE	£44930	254	136	13
E350d AMG Line	£47425	254	144	13
E-CLASS ESTATE 5dr estate	Hugely practical, but	★★★★★		
the diesel engines are sluggish	★★★★★			
E220 BlueTEC SE	£36660	174	124	36
E220 BlueTEC AMG Night Edition	£39355	174	130	37
E350 BlueTEC AMG Night Edition	£43815	254	143	43
E250 SE	£37875	208	147	36
E250d SE	£40570	208	147	37
E63 AMG	£56155	549	237	47
E63 S AMG	£65610	576	237	48
E-CLASS COUPE 2dr coupe	A return to the old Merc	★★★★★		
qualities. Refined and relaxing	★★★★★			
E200 AMG Line Edition	£38635	181	145	36
E400 AMG Line Edition	£46425	328	168	43
E220d AMG Line Edition	£39310	174	128	35
E350d AMG Line Edition	£42640	254	142	44
E-CLASS CABRIOLET 2dr open	Refined and	★★★★★		
sophisticated 40-seat cabriolet	★★★★★			
E200 AMG Line Edition	£42400	181	153	39
E400 AMG Line Edition	£49795	328	173	45
E220d AMG Line Edition	£42810	174	133	37
E350d AMG Line Edition	£46010	254	148	46
S-CLASS COUPE 2dr coupe	Heavyweight contend-	★★★★★		
er. Continent smothering luxury	★★★★★			
S500 AMG Line	£96195	449	197	50
S63 AMG	£125605	576	237	50
S65 AMG	£183075	621	279	50
S-CLASS 4dr saloon	Still the best luxury car in the	★★★★★		
world. Calm, advanced, rewarding	★★★★★			
S300 AMG Line L	£73375	228	120	47
S350d AMG Line	£68955	254	146	49
S350d SE Line L	£67995	254	141	49
S350d AMG Line L	£71995	254	148	50
S400h SE Line L	£72020	328	154	49
S400h AMG Line L	£75980	328	161	49
S500e AMG Line L	£89290	442	65	50
S500 AMG Line L	£89640	449	196	50
S600 AMG Line L	£142735	523	268	50
S63 AMG	£121690	576	237	50
S65 AMG	£182750	621	279	50
S600 Maybach	£165710	523	274	50
CLIA 4dr saloon	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
Saloon-like practicality, coupe-like	★★★★★			
rewards	★★★★★			
CLS400 AMG Line	£55855	328	167	43
CLS563 AMG S	£86510	576	230	48
CLS220d AMG Line	£46500	174	128	39
CLS350d AMG Line	£50695	254	142	44
CLS SHOOTING BRAKE 5dr estate	Handsome	★★★★★		
and practical estate	★★★★★			
CLS563 S AMG	£87010	576	235	48
CLS220d AMG Line	£48080	174	132	37
CLS350d AMG Line	£52145	254	149	44
GLA 5dr 4x4	Not the most practical crossover, but good	★★★★★		
looking and very decent to drive	★★★★★			
GLA200d Sport	£27385	134	110	11
GLA200d AMG Line	£28385	134	115	11
GLA200d Sport 4Matic	£30335	134	130	11
GLA200d AMG 4Matic	£31335	134	130	11
GLA220d Sport 4Matic	£31765	174	130	11
GLA220d AMG 4Matic	£32765	174	130	11
GLA250d Sport 4Matic	£31450	208	153	11
GLA250d AMG 4Matic	£32450	208	153	11
GLA45 AMG	£44855	375	172	11
GLC 5dr 4x4	The impressive GLC rides better and is	★★★★★		
more economical than the BMW X3	★★★★★			
GLC220d SE	£34950	167	129	32
GLC220d Sport	£36945	167	129	34
GLC220d AMG Line	£38440	167	129	34
GLC250d SE	£36105	201	129	37
GLC250d Sport	£38100	201	129	39
GLC250d AMG Line	£39595	201	129	39
GLE 5dr 4x4	The ML replacement isn't an inspiring drive	★★★★★		
but has a classier interior	★★★★★			
GLE250d AMG Line	£49280	201	155	41
GLE250d AMG Line	£51680	201	156	42
GLE350d AMG Line	£56280	254	179	45
GLE350d AMG Line	£65575	254	179	46
GLE450 AMG	£58390	362	199	46
GLE450 AMG Line	£67865	362	199	46
GLE500e AMG	£64995	442	84	49
GLE500e AMG Line	£74290	442	84	49
GLE63 S	£94405	576	276	50
GLE COUPE 5dr 4x4	A SUV with coupe looks, but will	★★★★★		
be outbrun by the X6	★★★★★			
GLE350d AMG Line	£60680	254	187	45
GLE350d AMG Line	£69975	254	187	46
GLE450 AMG	£62800	362	209	47
GLE450 AMG Line	£72095	362	209	48
GLE63 S	£96555	576	278	50
G-CLASS 5dr 4x4	Massively expensive and pro-	★★★★★		
mised, but with character to spare	★★★★★			
G500 BlueTEC	£87795	241	261	12
G63 AMG	£131675	563	322	12
G63 AMG Edition 463	£149970	563	322	12
GL-CLASS 5dr 4x4	Decent on road and off despite its	★★★★★		
size. Nice cabin, too	★★★★★			
GLS500 BlueTEC AMG Sport	£61655	254	205	49
GL63 AMG	£94735	549	288	50
GLS 5dr 4x4	The impending replacement for the	★★★★★		
GL-Class	★★★★★			
GLS350d AMG Line	£69100	254	199	49
GLS350d AMG Line	£78095	254	199	49
GLS63 AMG	£102330	576	288	50
SLC 2dr open	Another small convertible edition added	★★★★★		
with all the Mercedes charm	★★★★★			
SLC250d Sport	£32995	201	114	11
SLC250d AMG Line	£36995	201	114	11
SLC200 Sport	£30495	181	150	11
SLC200 AMG Line	£34495	181	150	11
SLC300 AMG	£39385	241	138	11
SLC43 AMG	£46355	362	178	11
SLK 2dr open	Enthusiastic, neat handling and brisk	★★★★★		
all-weather roadster	★★★★★			
SLK250d	£33020	201	114	11
SLK250d AMG Sport	£37020	201	114	11
SLK200 AMG Sport	£34715	181	150	43
SLK300 AMG Sport	£38545	241	138	45
SLK55 AMG	£55350	415	195	48
SL 2dr open	Big, luxurious and classier than a royal stud	★★★★★		
farm. Merc at its best.	★★★★★			
SL400 AMG Sport	£73575	329	179	50
SL400 Mille Miglia 417 Edition	£85335	329	179	50
SL400 AMG Line	£73575	362	175	50
SL400 Edition	£74995	362	175	50
SL500 AMG Line	£82850	449	205	50
SL500 AMG Sport	£83130	449	212	50
SL500 Mille Miglia 417 Edition	£95335	449	212	50
SL63 AMG	£114100	575	234	50
S65 AMG	£173295	621	279	50
AMG GT 2dr coupe	Clever and handsome replacement	★★★★★		
for the SL. Different, but good	★★★★★			
4.0 V8	£97200	456	216	50
4.0 V8 S	£110500	503	219	50
V-CLASS 5dr MPV	Expensively appointed mini bus.	★★★★★		
With matching price tag	★★★★★			
V220d SE	£42990	161	163	31
V220d Sport	£45485	161	163	33
V220d Long Sport	£48630	161	166	33
V220d Extra Long SE	£44525	161	163	33
V220d Extra Long Sport	£47020	161	163	37
V250d SE	£44665	187	166	32
V250d Sport	£47160	187	166	34
V250d Long Sport	£49840	187	166	34
V250d Extra Long SE	£46200	187	166	36
V250d Extra Long Sport	£48695	187	166	38
MG	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
3dr hatch	Neatly tuned and nice sporty style. Breaks	★★★★★		
the mould of sub-£9000 superminis	★★★★★			
1.5 3Tie	£8399	105	136	4
1.5 3Form	£9299	105	136	4
1.5 3Form Sport	£9549	105	136	4
1.5 3Style	£9999	105	136	4
6dr hatch	Good dynamics and space. Poor finish and	★★★★★		
running costs	★★★★★			
1.9 DTi Diesel S	£13995	148	119	17
1.9 DTi Diesel TS	£16195	148	119	17
1.9 DTi Diesel TL	£17995	148	119	17
MINI	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
3DR HATCH 3dr hatch	Clever redesign makes Mini a	★★★★★		
superb choice. Pricey but worth it	★★★★★			
1.2 One	£13935	100	108	12
1.5 Cooper	£15485	134	105	18
NISSAN	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
1.5 D Cooper	£18840	189	133	26
1.5 D One	£15075	94	89	11
1.5 D Cooper	£16635	114	92	15
2.0 S Cooper	£19635	168	106	23
2.0 John Cooper Works	£23050	228	155	25
5DR HATCH 5dr hatch	Mini charm in a more usable	★★★★★		
package, but not as practical as rivals	★★★★★			
1.2 One	£14535	101	112	12
1.5 Cooper	£16085	134	109	18
1.5 D Cooper	£19440	189	136	26
1.5 D One	£15675	94	92	11
1.5 D Cooper	£17235	114	95	15
2.0 S Cooper	£20235	168	109	23
PACEMAN 3dr coupe	Two-door Countryman a Mini	★★★★★		
too far for us. Tough to like	★★★★★			
1.6 Cooper	£19115	121	137	16
1.6 Cooper ALL4	£20315</			



Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
<b>SL</b>	£58200	300	-	-
<b>RXC 2dr coupé</b> Designed for pounding around a track not for the open road	£94500	350	-	-
3.7 V6	£114950	440	-	-
Spyder	£117500	480	-	-
3.0 V8	-	-	-	-
<b>RENAULT</b>				
<b>Twizy 2dr hatch</b> Zany solution to personal mobility. Suitably irreverent and impractical	£6895	17	0	10
EV Expression	£7595	17	0	11
EV Dynamique	-	-	-	-
<b>ZOE 5dr hatch</b> Far more practical zero emission solution. Attractive price	£18845	87	0	15
Expression Nav	£20045	87	0	17
Dynamique Nav	£20545	87	0	17
Dynamique Nav Rapid Charge	-	-	-	-
<b>Twingo 5dr hatch</b> Handsome, unusual rear-engined city car - but not the class leader	£9495	69	105	2
1.0 SCE 90 Expression	£9995	69	105	3
1.0 SCE 70 Play	£10995	69	105	3
1.0 SCE 90 Dynamique	£11845	69	95	3
0.9 Tce 90 Dynamique S	£11695	99	8	3
0.9 Tce 90 Dynamique S Energy	£12545	99	8	3
1.0 SCE 90 Iconic	£11845	69	95	3
0.9 Tce 90 Iconic Energy	£12545	99	8	3
<b>CAPTUR 5dr hatch</b> On message compact crossover. Better looking than most	£14295	99	114	9
0.9 Tce Expression+	£15995	99	114	9
0.9 Tce 90 Expression+	£15395	99	114	9
1.5 dci 90 Dynamique Nav	£16995	99	114	9
1.5 dci 110 Dynamique Nav	£17695	108	95	11
0.9 Tce 90 Dynamique Nav S	£16795	99	114	9
1.5 dci 90 Dynamique Nav S	£18495	99	114	9
1.5 dci 110 Dynamique Nav S	£19195	108	95	11
0.9 Tce 90 Signature Nav	£18195	99	121	9
1.5 dci 90 Signature Nav	£20195	99	121	9
1.5 dci 110 Signature Nav	£20795	108	101	15
<b>CLIO 5dr hatch</b> Attractive and practical with fluent handling. Cabin can be cheap in places	£11145	74	127	4
1.2 Expression 16V 75	£12675	74	127	4
1.2 Play 16V 75	£13675	99	104	9
0.9 Tce 90 Play	£14975	89	85	12
1.5 dci 90 Play	£15225	89	85	12
1.2 75 16V Dynamique Nav	£13675	74	127	4
0.9 Tce 90 Dynamique Nav	£14675	89	104	9
1.5 dci 90 Dynamique Nav	£15975	89	85	12
1.5 dci 90 Dynamique Nav Eco	£16225	89	82	12
0.9 Tce 90 Dynamique Nav S	£15675	89	104	9
1.5 dci 90 Dynamique Nav S	£16975	89	85	12
0.9 Tce 90 Iconic 25 Nav	£16775	89	104	9
1.5 dci 90 Iconic 25 Nav	£18075	89	85	12
1.2 Tce 120 GT Line Nav Auto	£17725	118	120	15
<b>Mégane 5dr hatch</b> Stylish and refined but bland. Nothing exceptional	£17570	113	119	17
1.2 Tce 115 Expression +	£18245	108	93	19
1.5 dci 110 Expression+	£18570	113	119	17
1.2 Tce 115 Dynamique Nav	£19245	108	93	19
1.5 dci 110 Dynamique Nav	£19745	108	104	21
1.6 dci 130 Dynamique Nav	£19745	108	104	21
1.2 Tce 115 Limited Nav	£20070	113	119	17
1.5 dci 110 Limited Nav	£20245	108	93	19
1.6 dci 130 Limited Nav	£20425	108	93	19
1.2 Tce 115 GT Line Nav	£20745	108	93	19
1.6 dci 130 GT Line Nav	£22245	108	104	21
2.0 220 GT Nav	£24250	217	167	31
<b>Mégane Sport Touren 5dr estate</b> A bland estate, but does the basics well	£18570	113	119	17
1.2 Tce 115 Expression +	£19245	108	93	19
1.5 dci 110 Expression+	£19570	113	119	17
1.2 Tce 115 Dynamique Nav	£20245	108	93	19
1.5 dci 110 Dynamique Nav	£20745	108	104	21
1.6 dci 130 Dynamique Nav	£20745	108	104	21
1.2 Tce 115 Limited Nav	£21245	108	104	21
1.5 dci 110 Limited Nav	£21070	113	119	17
1.2 Tce 115 GT Line Nav	£21475	108	93	19
1.6 dci 130 GT Line Nav	£22245	108	104	21
2.0 220 GT Nav	£24250	217	167	31
<b>Mégane 3dr coupé</b> Stylish but average in normal guise. Renaultsport's excellent	£19345	113	119	17
1.2 Tce 115 Dynamique Nav	£20945	108	93	19
1.5 dci 110 Dynamique Nav	£21445	108	104	21
1.6 dci 130 Dynamique Nav	£21945	108	104	21
1.2 Tce 115 Limited Nav	£22045	113	119	17
1.5 dci 110 Limited Nav	£22245	108	104	21
1.2 Tce 115 GT Line Nav	£22445	108	93	19
1.6 dci 130 GT Line Nav	£22945	108	104	21
2.0 220 GT Nav	£24250	217	167	31
2.0 Renaultsport 275 Cup-S	£23935	271	174	40
2.0 Renaultsport Nav 275	£23935	271	174	40
<b>Scenic 5dr MPV</b> Still a class act. Well priced and equipped	£20555	113	140	18
1.2 Tce 115 Dynamique Nav	£20905	128	140	18
1.5 dci 110 Dynamique Nav	£21395	108	105	18
1.6 dci 130 Dynamique Nav	£22495	128	114	23
1.2 Tce 115 Limited Nav	£21055	113	140	18
1.2 Tce 130 Limited Nav	£21405	128	140	18
1.5 dci 110 Limited Nav	£21895	108	105	18
1.6 dci 130 Limited Nav	£22995	128	114	23
<b>GRAND SCENIC 5dr MPV</b> As above, but with seven seats. Nice cabin and ride	£21790	113	145	19
1.2 Tce 115 Dynamique Nav	£22125	128	145	20
1.5 dci 110 Dynamique Nav	£22615	108	105	19
1.6 dci 130 Dynamique Nav	£23715	128	114	24
1.2 Tce 115 Limited Nav	£22290	113	145	19
1.2 Tce 130 Limited Nav	£22625	128	145	20
1.5 dci 110 Limited Nav	£23115	108	105	19
1.6 dci 130 Limited Nav	£24215	128	114	24
<b>KADJAR 5dr SUV</b> A Qashgari in Renault clothes. Lower prices make it a fine alternative	£17995	128	126	16
1.2 Tce 130 Expression +	£19895	108	99	14
1.5 dci 110 Expression +	£19695	128	126	16

## WHAT'S COMING WHEN



**Ford Kuga** **Spring**

The Ford Kuga is due a facelift, and we're confidently predicting it'll arrive in March. Matching the updates seen on its US equivalent, the Escape, the 2016 car should get Ford's latest infotainment technology and a tweaked exterior design. **Price** £19,995 (est)

**SPRING 2016**

**Abarth** 595 facelift, **Alpina** B7, Ariel Nomad Supercharged, **Audi** S8 Plus, S4, RS6/RS7 Performance, R8 Spyder, S07, SQ5, **BMW** M2, M4 GTS, 225xe Active Tourer, 330e, 3 Series GT facelift, X4 M40i, **Bugatti** Chiron, **Cadillac** CT6, **Chevrolet** Camaro, **Detroit** Electric SP:01, **Elemental** RP1, **Ferrari** 488 Spider, **Fiat** Tipo, **Ford** Focus RS, Kuga, Ranger, Mustang, **Infiniti** Q30, **Hyundai** i20 Active, i20 1.0, **Jaguar** F-Pace, E AWD, XF AWD, **Kia** Sportage, Optima, **Kahn** Speed 7, **Koenigsegg** Agera RS, **Lamborghini** Aventador SV Roadster, Huracán LP580-2, Huracán Spyder, Centenario LP770-4, **Land Rover** Range Rover Evoque Convertible, **Lexus** RX, GS F, RC, **Lotus** 3-Eleven, Elise Sport, **Mercedes-AMG** C63 Coupé, S65 Cabriolet, GT3, **Mercedes-Benz** S-Class Cabriolet, E-Class, GLS, SL facelift, SLC, C-Class Coupé, **Mini** Clubman All4, Convertible, **Pagani** Huayra R, **Porsche** 718 Boxster, 911 Carrera 4/4S, 911 Turbo/Turbo S facelift, Macan GTS, **Rolls-Royce** Dawn, **Smart** Fortwo Cabrio, **Subaru** XV facelift, **Suzuki** Baleno, **Toyota** Prius, C-HR, RAV4 facelift, **Vauxhall** Astra, Astra Sports Tourer, **Volkswagen** Golf GTI Clubsport, Tiguan, **Zenos** E10 R

**SUMMER 2016**

**Alfa Romeo** Mito facelift, Giulietta facelift, **Alpine** A120, **Aston Martin** DB11, **Audi** RS4, A4 Allroad, A3 facelift, Q2, **BMW** 1 Series saloon, 740e, 3 Series GT, **Bristol** Project Pinnacle, **Chevrolet** Camaro, **Citroën** C3, DS 3, **Ferrari** F12tdf, FF facelift, **Fiat** 124 Spider, **Ford** Ecosport, Edge, S-Max Vignale, **Honda** NSX, **Hyundai** i10, Ioniq, **Infiniti** QX30, Q60, **Jaguar** F-Type SVR, **Koenigsegg** Regera, **Maserati** Levante, **McLaren** 675 LT Spider, 570S GT, **Mercedes-AMG** SL63, **Mercedes-Benz** C-Class Cabriolet, CLA facelift, CLA Shooting Brake facelift, **Mercedes-Maybach** S-Class Pullman, **MG** GS, **Mitsubishi** Outlander facelift, **Morgan** EV3, **Peugeot** 3008, 5008, **Porsche** 911 R, **Renault** Mégane, Mégane RS, **Seat** Leon SUV, **Toyota** Auris Cross, **Tramontana** R, **Vauxhall** Zafira Tourer, **Volkswagen** up facelift, **Beetle** Dune

**AUTUMN/WINTER 2016**

**Alfa Romeo** Giulia, **Audi** Q5, A5, TT RS, **Bentley** Bentayga, **Mulsanne** facelift, **Borgward** BX7, **Caterham** Seven 620S, **Citroën** C3 Picasso, **Ford** GT, Ka, **Hennessey** Venom F5, **Honda** Civic, FCV Clarity, **Hyundai** Ioniq, **Kia** Optima Sportswagon, **Soul** facelift, **Ceed**, **Niro**, **Land Rover** Discovery, **Lexus** LC500, **Mercedes-AMG** GT3, E63, **Mercedes-Benz** S-Class facelift, **Mini** Countryman, **Mitsubishi** ASX, **Morgan** EV3, **Nissan** Juke, Micra, **Porsche** 718 Cayman, **Renault** Scenic, **Clio** facelift, **Seat** Ataca, **Leon**, **Skoda** SUV, Roomster, **Subaru** Impreza, **Tesla** Model X, **Vauxhall** Insignia, **Volkswagen** Golf, **Beetle**, **Volvo** S90, V90

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**Seat Ataca** **Autumn/winter**

The Ataca is Seat's first SUV model, which the Spanish car maker hopes will bring it back to volume sales. The five-seater will be offered in front and four-wheel drive forms with a range of turbocharged petrol and diesel engines. **Price** £17,000 (est)



# NEW CARS A-Z

Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
0.9 Prime Premium	£15350	89	97	-
0.9 Prime Premium Plus	£15850	89	97	-
0.9 Proxy	£14555	89	97	-
0.9 Proxy Premium	£15350	89	97	-
0.9 Proxy Premium Plus	£15850	89	97	-
<b>FORFOUR 5dr hatch</b> Four doors makes the smart more mainstream. Still expensive, though				
1.0 Passion	£11620	70	97	2
1.0 Prime	£12315	70	97	2
1.0 Proxy	£12315	70	97	2
1.0 Night Sky Prime	£12940	70	97	2
0.9 Passion	£12215	89	99	8
0.9 Prime	£12910	89	99	8
0.9 Proxy	£12910	89	99	8
0.9 Night Sky Prime	£13535	89	99	8
0.9 Night Sky Proxy	£13535	89	99	8
<b>SSANGYONG</b>				
<b>KORANDO 5dr hatch</b> Good for a Ssangyong, poor by class standards				
2.2d SE 2WD	£15995	239	139	24
2.2d SE 4x4 4WD	£17495	239	152	25
2.2d EX 2WD	£17495	239	139	25
2.2d EX 4x4 4WD	£18995	239	152	25
2.2d ELX 4x4 4WD	£20995	239	152	26
2.2d ELX 4x4 4WD Auto	£22495	239	177	26
<b>TIVOLI 5dr hatch</b> Trails the Duster as the best-value small crossover - but not by much				
1.6 SE	£12950	126	149	16
1.6D SE	£14200	113	113	17
1.6 EX	£14600	126	149	16
1.6D EX	£15850	113	113	17
1.6D EX 4x4 4WD	£17100	113	123	16
1.6 ELX	£16000	126	149	16
1.6D ELX	£17250	113	113	19
1.6D ELX 4x4 4WD	£18500	113	123	19
<b>REXTON V 5dr 4x4</b> Rugged seven-seater makes short work of mud. Tarmac more tricky				
2.2d SX	£22995	208	196	31
2.2d SX	£25495	208	196	32
<b>TURISMO 5dr MPV</b> Incredibly ungainly but offers huge real estate for the money				
2.2d SE	£15375	239	189	34
2.2d EX	£17042	239	189	34
2.2d ELX Auto	£20250	239	205	36
<b>SUBARU</b>				
<b>FORESTER 5dr 4x4</b> Solid, spacious and willfully unsexy				
2.0i XE	£25495	148	160	23
2.0i XE Premium	£27495	148	160	23
2.0i XT Turbo CVT	£30995	237	197	34
2.0d X	£24995	148	148	24
2.0d XC	£26995	148	148	25
2.0d XC Premium	£29495	148	148	25
<b>XV 5dr 4x4</b> No nonsense crossover doesn't quite make enough sense				
2.0i SE	£21995	148	160	21
2.0i SE Premium	£24995	148	160	22
2.0D SE	£23995	145	146	26
2.0D SE Premium	£26995	145	146	27
<b>OUTBACK ESTATE 5dr 4x4</b> Acceptable in isolation but no benchmark				
2.5i SE Lineartronic	£28495	173	161	19
2.5i SE Premium Lineartronic	£31495	173	161	20
2.0D SE	£27995	148	145	22
2.0D SE Premium	£30995	148	145	23
<b>LEVORG 5dr Estate</b> Impressively practical, but only available with an auto 'box and one trim				
1.6i GT Auto AWD	£28495	168	164	24
<b>WRX STI 4dr saloon</b> Appealingly old fashioned and behind the times all at once				
2.5 STI	£28995	296	242	40
<b>BRZ 2dr coupé</b> The GT-6's half brother looks just as good in Subaru blue. Cheaper, too				
2.0i SE	£22495	197	181	30
2.0i SE Lux	£25495	197	181	31
<b>SUZUKI</b>				
<b>CELERIO 5dr hatch</b> The no-nonsense option and is pleasing to drive and sit in. Cheap too				
1.0 AGS S24	£9799	67	99	7
1.0 Dualjet S23	£8499	67	84	7
1.0 S22	£6999	67	99	7
1.0 S23	£7999	67	99	7
1.0 S24	£8999	67	99	7
<b>SWIFT 3dr hatch</b> Cute looks and rewarding handling. Sport is excellent fun				
1.2 S22	£8999	93	116	11
1.2 S23	£10599	93	116	11
1.2 S24	£11699	93	116	11
1.6 Sport	£13999	134	147	19
<b>SWIFT 5dr hatch</b> Cute looks and rewarding handling. even in this more practical form				
1.2 S23 4x4	£14199	93	111	11
1.2 Dualjet S24 4x4	£14999	93	116	11
1.2 S22	£11099	93	116	11
1.2 S24	£12199	93	116	11
1.2 Dualjet S24	£12699	93	116	11
1.6 Sport	£14499	134	147	19
<b>SX4 S-CROSS 5dr hatch</b> Not class-leading, but a very worthy crossover also-ran				
1.6 S23	£13999	118	127	13
1.6 S2-T	£18499	118	127	13
1.6 S2-T Allgrip	£20299	118	135	14
1.6 S25	£20499	118	127	14
1.6 00S S23	£15499	118	108	20
1.6 00S S2-T	£19999	118	108	20
1.6 00S S2-T Allgrip	£21799	118	113	18
1.6 00S S25	£21999	118	108	19
1.6 00S S25 Allgrip	£23799	118	113	19
1.6 00S S25 TCSS Allgrip	£25149	118	119	19
<b>VITARA 5dr 4x4</b> Utterly worthy addition to the class. Drives better than most				
1.6 S25 Allgrip	£20299	118	130	-
1.6 S24	£13999	118	123	-
1.6 S2-T	£15999	118	123	-
1.6 S25	£18499	118	123	-
1.6 00S S2-T	£17499	118	106	-
1.6 00S S25	£19999	118	106	-
1.6 00S S25 Allgrip	£21799	118	111	-
1.4 Boosterjet S Allgrip	£20899	138	127	-
<b>JIMNY 3dr 4x4</b> The smallest four-wheel drive Suzuki is				



## AUTOCAR TOP FIVES

## Luxury



**1 Mercedes-Benz S-Class** From £66,000  
Opulent, advanced, incredibly refined: the S-Class is the classic limo, expertly realised and utterly persuasive. ★★★★★



**2 Range Rover** From £73,000  
Whether outside the Dorchester or atop Ben Nevis, the Range shrouds you in an invincible sense of expense. ★★★★★



**3 Tesla Model S P85D** From £68,000  
Superior range doesn't just make the Model S a standout electric car; it's also one of the best luxury options around. ★★★★★



**4 Jaguar XJ** From £56,000  
No other firm is currently mixing sportiness and aloofness with the skill of Jaguar. It makes the XJ a rare blend. ★★★★★



**5 Audi A8** From £53,000  
Doesn't convince across the board, but there's no denying the brand's strengths make sense in its biggest saloon. ★★★★★

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Make and Model	Price	Bhp	CO <sub>2</sub> g/km	Insurance group
2.2 CDTi 163 SE Nav 4x4	£27160	161	177	25
2.2 CDTi 163 Diamond	£22700	161	167	25
<b>VXR8 4dr saloon</b> Still has old-school appeal: brutish and unapologetic	★★★★★			
6.2 V8 GTs	£54509	577	363	50
<b>VOLKSWAGEN</b>				
<b>UP 3dr hatch</b> Hardly revolutionary, but better than its rivals in the areas that matter	★★★★★			
1.0 75 Rock Up	£13695	74	106	4
1.0 75 Club Up	£12225	74	106	4
1.0 75 Street Up	£12225	74	106	4
1.0 60 Take Up	£8945	59	105	1
1.0 60 Look Up	£9995	59	105	1
1.0 60 Move Up	£10000	59	105	1
1.0 60 BMT Move Up	£10360	59	95	1
1.0 75 High Up	£11600	74	106	2
1.0 75 BMT High Up	£11960	74	98	2
<b>UP 5dr hatch</b> Batters its rivals on refinement, finish, desirability and economy	★★★★★			
e-up 82 BEV	£25075	80	0	10
1.0 60 Take Up	£9345	59	105	1
1.0 60 Move Up	£10400	59	105	1
1.0 60 Look Up	£10395	59	105	1
1.0 60 BMT Move Up	£10760	59	95	1
1.0 75 High Up	£12000	74	106	2
1.0 75 BMT High Up	£12360	74	98	2
1.0 75 Club Up	£12625	74	106	4
1.0 75 Street Up	£12625	74	106	4
<b>POLO 3dr hatch</b> The sensible choice in a lot of ways: usable and very solidly built	★★★★★			
1.0 60 S	£11495	59	106	-
1.0 60 S A/C	£12215	59	106	-
1.0 60 Match	£12930	59	106	-
1.0 75 Match	£13445	74	108	-
1.2 TSI 90 Match	£14075	89	107	-
1.4 TDI 75 Match	£15140	74	93	-
1.0 TSI 110 SE L	£16505	108	99	-
1.4 TDI 90 SE L	£17155	89	93	-
1.0 TSI 110 R-Line	£16960	108	99	-
1.2 TSI 90 R-Line	£16425	89	107	-
1.4 TDI 90 R-Line	£17665	89	93	-
1.0 TSI 95 BlueMotion	£14975	94	94	-
1.0 TSI 150 ACT BlueGT	£18105	148	110	-
1.8 TSI GTI	£19095	189	139	-
<b>POLO 5dr hatch</b> The sensible choice in a lot of ways: refined, easy-going and desirable	★★★★★			
1.0 60 S	£12125	59	106	-
1.0 60 S A/C	£12845	59	106	-
1.0 60 Match	£13560	59	106	-
1.0 75 Match	£14085	74	108	-
1.2 TSI 90 Match	£14705	89	107	-
1.4 TDI 75 Match	£15770	74	93	-
1.0 TSI 110 SE L	£17135	108	99	-
1.4 TDI 90 SE L	£17645	89	93	-
1.0 TSI 110 R-Line	£17055	108	99	-
1.2 TSI 90 R-Line	£17785	89	107	-
1.4 TDI 90 R-Line	£18295	89	93	-
1.0 TSI 95 BlueMotion	£15605	94	94	-
1.0 TSI 150 ACT BlueGT	£18735	148	110	-
1.8 TSI GTI	£19725	189	139	-
<b>GOLF CABRIOLET 2dr open</b> Composed but uninspiring four-seat soft-top	★★★★★			
1.2 TSI 105 S	£22850	103	119	15
1.4 TSI 125 S	£23735	123	127	19
1.4 TSI 125 SE	£24670	123	127	19
1.4 TSI 150 GT	£27985	148	128	29
2.0 TSI 220 GTI	£30505	217	152	35
2.0 TSI 265 R	£33650	261	199	39
2.0 TDI 110 S	£24740	108	117	17
2.0 TDI 110 SE	£25675	108	117	17
2.0 TDI 150 SE	£27040	148	123	23
2.0 TDI 150 GT	£28490	148	122	23
<b>GOLF 3dr hatch</b> The complete package. Classy and yet classless with it	★★★★★			
1.2 TSI 85 S	£17595	84	113	-
1.4 TSI 125 S	£19365	123	120	-
1.6 TDI 110 S	£20370	108	99	-
1.6 TDI 110 BlueMotion	£21675	108	89	-
1.4 TSI 125 Match	£20640	123	120	-
1.6 TDI 110 Match	£21645	108	99	-
2.0 TDI 150 Match	£23010	148	106	-
1.0 TSI 115 Match BlueMotion	£20080	113	99	-
1.4 TSI 150 GT	£24165	148	112	-
1.6 TDI 110 GT	£23305	108	101	-
2.0 TDI 150 GT	£24670	148	109	-
1.4 TSI ACT 150 R-Line	£25160	148	112	-
2.0 TDI 150 R-Line	£25665	148	109	-
2.0 TDI 184 GTD	£26895	181	109	-
2.0 TSI 220 GTI	£27435	217	139	-
2.0 TSI 300 R 4Motion	£31120	296	165	-
<b>GOLF 5dr hatch</b> The complete package and as a result its reassuringly expensive	★★★★★			
1.2 TSI 85 S	£18250	84	113	-
1.4 TSI 125 S	£20020	123	120	-
1.6 TDI 110 S	£21025	108	99	-
1.6 TDI 110 BlueMotion	£22330	108	89	-
1.4 TSI 125 Match	£21295	123	120	-
1.6 TDI 110 Match	£22300	108	99	-
2.0 TDI 150 Match	£23665	148	106	-
1.0 TSI 115 Match BlueMotion	£20735	113	99	-
1.4 TSI 150 GT	£24820	148	115	-
1.6 TDI 110 GT	£23960	108	101	-
2.0 TDI 150 GT	£25325	148	109	-
1.4 TSI ACT 150 R-Line	£25815	148	115	-
2.0 TDI 150 R-Line	£26320	148	109	-
2.0 TDI 184 GTD	£27915	181	109	-
2.0 TSI 220 GTI	£28455	217	139	-
2.0 TSI 300 R 4Motion	£31775	296	165	-
1.4 TSI 204 GTE	£33995	201	39	-
1.4 TSI 204 GTE Nav	£35760	201	39	-
e-Golf	£31650	113	0	-
<b>GOLF ESTATE 5dr estate</b> Classy hatchback in a more practical form - what's not to like? ★★★★★	★★★★★			
1.2 TSI 85 S	£18950	83	115	-
1.4 TSI 125 S	£20720	123	123	-
1.6 TDI 90 S	£20770	89	102	-
1.6 TDI 110 S	£21725	108	102	-
1.4 TSI 110 BlueMotion	£23030	108	92	-
1.4 TSI 125 SE	£21895	123	123	-
2.0 TDI 110 SE	£22900	108	102	-
2.0 TDI 150 SE	£24265	148	108	-
1.0 TSI 115 SE BlueMotion	£21185	113	99	-
1.4 TSI 150 GT	£25220	148	123	-
2.0 TDI 150 GT	£25725	148	110	-
1.6 TDI 110 Alltrack 4Motion	£27190	108	122	-
2.0 TDI 150 Alltrack 4Motion	£28555	148	125	-
2.0 TDI 184 Alltrack 4Motion DSG	£30995	181	129	-
2.0 TSI 300 R 4Motion DSG	£33890	296	162	-
<b>GOLF SV 5dr MPV</b> MOB platform gives the Golf proper MPV proportions. Still no C-Max though	★★★★★			
1.0 TSI 115 SE BlueMotion	£21460	113	105	-
1.2 TSI 85 S	£19225	84	114	9
1.4 TSI 125 S	£20995	123	125	16
1.4 TSI 125 SE	£22170	123	125	16
1.4 TSI 150 GT	£25640	148	130	18
1.6 TDI 110 S	£21980	108	101	13
1.6 TDI 110 BlueMotion	£23545	108	98	13
1.6 TDI 110 SE	£23175	108	101	11
2.0 TDI 150 SE	£24540	148	112	17
2.0 TDI 150 GT	£26145	148	115	17
<b>JETTA 4dr saloon</b> Big boot, pleasant dynamics and good pricing. A bit dull	★★★★★			
1.9125 123 125 18	£19125	123	125	18
1.4 TSI 125 S	£20455	123	125	18
1.4 TSI 150 SE	£21160	148	123	21
1.4 TSI 150 GT	£22025	148	123	21
2.0 TDI 110 S	£20405	109	105	14
2.0 TDI 110 SE	£22735	109	105	15
2.0 TDI 110 GT	£22600	109	105	15
2.0 TDI 150 SE	£22505	148	109	22
2.0 TDI 150 GT	£23600	148	109	22
<b>BETTER 3dr hatch</b> Huge improvement, but the Golf underneath is superior	★★★★★			
1.2 TSI 105	£16510	104	128	13
1.2 TSI 105 Design	£18905	104	128	14
1.4 TSI 150 Design	£20940	148	134	20
1.4 TSI 150 Sport	£22760	148	134	20
2.0 TSI 220 Sport	£23990	217	150	27
2.0 TSI 220 Turbo Black	£24690	217	150	27
2.0 TSI 220 Turbo Silver	£246905	217	150	27
2.0 TDI 110	£18335	108	112	13
2.0 TDI 110 Design	£20710	108	112	13
2.0 TDI 150 Design	£21410	148	119	20
2.0 TDI 150 Sport	£23230	148	119	21
<b>BETTER CABRIOLET 2dr open</b> Huge improvement, and quite chic in open-top form	★★★★★			
1.2 TSI 105	£19465	104	129	15
1.2 TSI 105 Design	£21860	104	129	16
1.4 TSI 150 Design	£23750	148	138	22
1.4 TSI 150 Sport	£25350	148	138	22
2.0 TDI 110	£21275	108	115	15
2.0 TDI 110 Design	£23650	108	115	16
2.0 TDI 150 Design	£24480	148	120	23
2.0 TDI 150 Sport	£26080	148	120	23
2.0 TSI 220 Sport	£26580	217	154	29
<b>CC 4dr saloon</b> Loses a name and adds some flair, but never compels	★★★★★			
1.4 TSI 150	£25445	148	133	27
2.0 TDI 184 GT	£30910	181	127	27
2.0 TDI 184 GT Black Edition	£31485	181	127	27
2.0 TDI 150	£23405	148	118	23
2.0 TDI 150 GT	£28885	148	118	24
2.0 TDI 150 GT Black Edition	£29460	148	118	24
2.0 TDI 150 R-Line	£29535	148	118	24
2.0 TDI 184 R-Line	£31560	181	127	28
2.0 TDI 150 R-Line Black Edition	£30110	148	118	24
2.0 TDI 184 R-Line Black Edition	£32135	181	127	28
<b>SCIROCCO 3dr coupé</b> A complete coupé. Entertaining, practical and stylish	★★★★★			
1.4 TSI 125	£21010	123	125	22
1.4 TSI 125 GT	£22860	123	125	23
1.4 TSI 125 GT Black Edition	£23410	123	125	23
2.0 TSI 180	£23065	178	142	31
2.0 TSI 180 GT	£24915	178	142	31
2.0 TSI 180 GT Black Edition	£25465	178	142	31
2.0 TSI 180 R-Line	£26985	178	142	31
2.0 TSI 180 R-Line Black Edition	£27535	178	142	31
2.0 TSI 280 R	£32855	276	187	42
2.0 TSI 220 GTs	£28470	217	142	42
2.0 TDI 150	£23730	148	109	27
2.0 TDI 150 GT	£25580	148	109	28
2.0 TDI 150 GT Black Edition	£26130	148	109	28
2.0 TDI 150 R-Line	£27650	148	109	28
2.0 TDI 150 R-Line Black Edition	£28200	148	109	28
2.0 TDI 184 GT	£26580	181	115	31
2.0 TDI 184 GT Black Edition	£27130	181	115	31
2.0 TDI 184 R-Line	£28650	181	115	31
2.0 TDI 184 R-Line Black Edition	£29200	181	115	31
<b>PASSAT 4dr saloon</b> Supremely well-executed but a tad too conservative to be entertaining	★★★★★			
1.6 TDI 120 S	£22650	118	105	15
1.6 TDI 120 BlueMotion	£23530	118	95	15
1.6 TDI 120 SE	£23460	118	105	12
1.6 TDI 120 SE Business	£23890	118	105	12
1.6 TDI 120 GT	£25750	118	109	13
2.0 TDI 150 S	£23775	148	106	21
2.0 TDI 150 SE	£24585	148	106	19
2.0 TDI 150 SE Business	£25015	148	106	19
2.0 TDI 150 GT	£26875	148	109	19
2.0 TDI 150 R-Line	£27870	148	109	19
2.0 TDI SCR 190 GT	£28225	187	107	22
2.0 TDI SCR 190 R-Line	£29220	187	107	23
2.0 TDI 240 BITDI SCR GT	£34955	237	139	28
2.0 TDI 240 BITDI SCR R-Line	£35950	237	139	28
<b>PASSAT ESTATE 5dr estate</b> Smart looking and civilised estate	★★★★★			
1.6 TDI 120 GT	£27300	118	110	13
1.6 TDI 120 S	£24200	118	107	15
1.6 TDI 120 BlueMotion	£25080	118	95	15
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## ROAD TEST RESULTS

Make and Model	Top speed	0-60mph	0-100mph	30-70mph	50-70mph	Braking 60-0mph	Power (bhp)	Torque (lb/ft)	Mph/1000rpm	Mpg test/forecast	Weight (kg)	TEST DATE
LOTUS												
ELISE 2dr roadster	127	6.7	21.1	7.1	14.3	2.9	134	118	24.7	39/42	900	26.5.10
EVORA 2dr coupé	162	5.4	13.0	4.7	8.2	2.3	276	258	27.8	24/33	1382	26.8.09
Evora S 2+0	172	4.5	11.3	4.0	6.8	2.4	345	295	34.8	21/26	1430	30.3.11
EXIGE S 2dr coupé	170	4.1	9.6	3.7	5.5	2.5	345	295	27	21/30	1176	3.4.13
MASERATI												
GRANTURISMO 2dr coupé	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
4.2 GT	177	5.6	13.0	4.9	*2.8	2.8	400	339	32.1	18/27	1975	2.2.08
GRANCABRIO 2dr open	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
4.7 V8	175	5.1	11.9	4.5	11.2	2.4	433	362	32.1	17/22	2085	14.7.10
GHIBLI 4dr saloon	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14
Diesel	155	6.5	17.2	6.0	5.1	2.7	271	443	43.3	31/40	1835	12.3.14
MAZDA												
2.5dr hatch	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
1.5 SkyV-G SE	114	10.4	38.0	7.0	20.2	3.1	89	109	27.9	51/55	1050	22.4.15
3.5dr hatch	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
2.2 SE-L	130	9.0	26.6	9.1	9.9	3.0	148	280	29.7	46/60	1470	4.12.13
5.5dr MPV	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
1.6D Sport	111	12.5	-	13.4	11.1	2.9	113	199	31.3	35/40	1555	16.2.11
6.4dr saloon/5dr estate	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
2.2 Sport Nav	139	7.9	21.2	7.1	7.9	2.7	173	309	35	44/56	1480	23.1.13
MX-5 2dr open	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
1.5 SE-L Nav	127	8.4	24.8	7.9	14.7	3.3	129	111	24.5	46/49	1050	2.9.15
CX-5 5dr hatch	110	10.3	34.7	10.3	10.3	-	104	199	34.8	59/60	1275	22.7.15
1.5D SE-L Nav	110	10.3	34.7	10.3	10.3	-	104	199	34.8	59/60	1275	22.7.15
C2.5 5dr hatch	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12
2.2 Sport Nav	126	9.4	28.0	9.1	9.7	2.3	148	280	34.9	24/55	1575	13.6.12
MCLAREN												
650S 2dr coupé/roadster	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
3.8 V8 Spider	204	3.2	6.3	2.2	5.9	2.5	641	500	35.4	18/24	1468	30.7.13
P1 2dr coupé	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14
P1	217	2.8	5.2	2.2	6.0	2.3	903	664	36.0	19.6/-	-	7.5.14
MERCEDES-AMG												
C63 4dr saloon	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
C63	155	4.4	9.7	3.4	7.5	2.7	469	479	38.1	19/25	1715	3.6.15
GT 2dr coupé	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15
S	193	3.6	7.8	2.8	5.5	2.5	503	479	34.7	20/29	1715	29.7.15
MERCEDES-BENZ												
A-CLASS 5dr hatch	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12
A200 CDI Sport	130	8.9	28.3	9.0	10.1	2.5	134	221	37.1	48/58	1475	7.11.12
A45 AMG	168	4.2	11.5	4.3	4.5	2.8	355	322	38.1	27/37	1555	14.8.13
B-CLASS 5dr MPV	134	8.1	23.8	7.8	4.7	2.6	168	258	36.4	40/48	1535	14.8.13
220 CDI SE	134	8.1	23.8	7.8	4.7	2.6	168	258	36.4	40/48	1535	14.8.13
GLC 5dr 4x4	143	7.7	20.3	7.4	*4.4	2.9	201	369	46.9	39/43	1845	10.2.16
GLC 250d	143	7.7	20.3	7.4	*4.4	2.9	201	369	46.9	39/43	1845	10.2.16
M-CLASS 5dr 4x4	130	8.8	28.4	9.3	11.0	2.9	201	368	36.2	38/41	2310	2.5.12



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26-28 MARCH	EASTER BRITISH TRUCK RACING	BRANDS HATCH	8-10 JULY	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	SNETTERTON
28 MARCH	EASTER FAMILY FUNDAY	OULTON PARK	30/31 JULY	DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP	SNETTERTON
2/3 APRIL	DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP	BRANDS HATCH	5-7 AUGUST	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	BRANDS HATCH GP
16/17 APRIL	BRITISH GT AND BRDC F4 CHAMPIONSHIPS	BRANDS HATCH GP	6/7 AUGUST	BRITISH GT AND BRDC F4 CHAMPIONSHIPS	SNETTERTON
30 APRIL - 2 MAY	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	OULTON PARK	27-29 AUGUST	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	CADWELL PARK
7/8 MAY	BLANCPAIN GT SPRINT SERIES	BRANDS HATCH GP	9-11 SEPTEMBER	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	OULTON PARK
20-22 MAY	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	BRANDS HATCH	10/11 SEPTEMBER	BRITISH TRUCK RACING CHAMPIONSHIP	SNETTERTON
28/29 MAY	MASTERS HISTORIC FESTIVAL	BRANDS HATCH GP	1/2 OCTOBER	DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP	BRANDS HATCH GP
28 & 30 MAY	BRITISH GT AND BRDC F4 CHAMPIONSHIPS	OULTON PARK	14-16 OCTOBER	MCE INSURANCE BRITISH SUPERBIKE CHAMPIONSHIP	BRANDS HATCH GP
4/5 JUNE	DUNLOP MSA BRITISH TOURING CAR CHAMPIONSHIP	OULTON PARK	5/6 NOVEMBER	BRITISH TRUCK RACING CHAMPIONSHIP & FIREWORKS	BRANDS HATCH
11/12 JUNE	AMERICAN SPEEDFEST IV	BRANDS HATCH			

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STU 427T	AI DDO	BOII ZOS	COII LAN	DUS 77Y	GOS 51IP	KAR IIA	MAR 614S	NER 7S	PII6 OTT	S4 ULS	TOP I4IM
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CHA 2D	AMB 813R	BRA 2R	COI UME	EDG 9E	GUR 2R	KEII YON	M478 URY	NOR 44A	POW I3Y	POW I3Y	TWE 3D
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HAV 42D	BAI MER	B27 DON	C200 KES	FAN 77OM	H47 DON	L233 XUS	MEE 3K	ORM 4N	ROB 327T	ROB 327T	W44 LES
FOO 7E	B4I 3S	B27 DON	C12O SSY	F42 HAN	HAY 35S	L233 XUS	MEE 5ON	OSC 64R	ROB 327T	ROB 327T	W44 LES
GOS 5IIP	B4IO GUN	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	L3II NEN	MEN 5	OSW 41N	ROB 327T	ROB 327T	W44 LES
	BAL 7IC	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	L3II NEN	MEN 5	OSW 41N	ROB 327T	ROB 327T	W44 LES
	BAN 7ON	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	L3II NEN	MEN 5	OSW 41N	ROB 327T	ROB 327T	W44 LES
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	B428 OUR	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	L3II NEN	MEN 5	OSW 41N	ROB 327T	ROB 327T	W44 LES
	B42 LOW	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	L3II NEN	MEN 5	OSW 41N	ROB 327T	ROB 327T	W44 LES
	B42 RON	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	L3II NEN	MEN 5	OSW 41N	ROB 327T	ROB 327T	W44 LES
	B45 TOW	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	L3II NEN	MEN 5	OSW 41N	ROB 327T	ROB 327T	W44 LES
	B45 LEY	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	L3II NEN	MEN 5	OSW 41N	ROB 327T	ROB 327T	W44 LES
	BEE 6H	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	L3II NEN	MEN 5	OSW 41N	ROB 327T	ROB 327T	W44 LES
	BEE IR	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	L3II NEN	MEN 5	OSW 41N	ROB 327T	ROB 327T	W44 LES
	B3I ERE	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	L3II NEN	MEN 5	OSW 41N	ROB 327T	ROB 327T	W44 LES
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	BEN IIE	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	L3II NEN	MEN 5	OSW 41N	ROB 327T	ROB 327T	W44 LES
	B3II SON	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	L3II NEN	MEN 5	OSW 41N	ROB 327T	ROB 327T	W44 LES
	BER 63R	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	L3II NEN	MEN 5	OSW 41N	ROB 327T	ROB 327T	W44 LES
	BER 724M	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	L3II NEN	MEN 5	OSW 41N	ROB 327T	ROB 327T	W44 LES
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	BE5I TVR	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	L3II NEN	MEN 5	OSW 41N	ROB 327T	ROB 327T	W44 LES
	B16 FAX	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	L3II NEN	MEN 5	OSW 41N	ROB 327T	ROB 327T	W44 LES
	B16 MGB	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	L3II NEN	MEN 5	OSW 41N	ROB 327T	ROB 327T	W44 LES
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	BLA IID	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	L3II NEN	MEN 5	OSW 41N	ROB 327T	ROB 327T	W44 LES
	BLU3 ACH	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	L3II NEN	MEN 5	OSW 41N	ROB 327T	ROB 327T	W44 LES
	BOA 76H	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	L3II NEN	MEN 5	OSW 41N	ROB 327T	ROB 327T	W44 LES
	BOB IIE	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	L3II NEN	MEN 5	OSW 41N	ROB 327T	ROB 327T	W44 LES
	BOL 4IID	BUN 73R	DAG 93R	FAR 21D	HAY 713Y	L3II NEN	MEN 5	OSW 41N	ROB 327T	ROB 327T	W44 LES
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MATT BURT

Rear View Mirror: tales from our archive

# Early British car exports

## 28 December 1895



**T**hink the British car industry's roaring trade in exports is a new phenomenon? Not exactly. As Autocar described in the winter of 1895, vehicles have been leaving these shores from the industry's earliest days.

Which was just as well, because Britain hadn't quite sorted out how it was going to deal with these new horseless carriages on the highways and byways. They were still classed as locomotives and subject to strict and outdated legislation for the safety of other road users, which did not encourage many companies to develop vehicles for British use.

Autocar wrote: "Although prohibited by the absurdity of the existing enactment from doing a trade in our own country, it is pleasing to note that the inventive ingenuity of British engineers has met with an appreciative response abroad."

Two carriages using electric motors from Acme and Immisch Electric Works, a large electrical engineering and contracting company based in London, were produced for His Imperial Majesty the Sultan of Turkey, Abdul Hamid II.

The company was run by electrical

pioneer Moritz Immisch, of German descent but based in London, with his compatriot Magnus Volk, another noted electrical engineer, collaborating on the build of the vehicles.

Autocar explained: "One carriage, a three-wheel 'dogcart' – the name derived from that given to two-person horse-drawn vehicles – was built by a leading firm of coach builders to the specific order of his Imperial Majesty, while the axle and rear wheels were specially constructed by Acme and Immisch for driving from the motor by means of spur and chain gearing. The battery in this carriage is placed beneath the seat and is entirely hidden from view and the motor is capable of developing up to 2hp."

The other carriage destined for the Sultan featured four wheels and different technology: "A special steering gear is used, consisting of a rack fitted radially to the fore carriage and actuated by a worm wheel and spindle, with a handle at the top, thus placing it under the firm and easy control of the driver.

"A special starting and reversing switch is fitted, and the total weight of the carriage, motor, gearing,

accumulators etc complete is about one ton, the battery alone weighing some 10.25 cwt [570kg]."

Autocar identified the method of propulsion as one area needing further development: "This, doubtless, is where improvement is necessary if electric auto cars are to come within the range of practical commerce. The speed obtained on the level averages five to six miles per hour and one charge of the accumulators lasts from three to four hours."

The four-wheeled carriage had its shakedown test on the streets of London before being shipped to Turkey.

Autocar wrote: "Walter A Clatworthy, the manager of Acme and Immisch, informs us that he and the company's works foreman drove about the streets of London in the four-wheeled vehicle and were not in any way interfered with by the authorities, although they ran into a horse-drawn carriage in Oxford Circus, fortunately doing but little damage."

Despite plenty of media interest in the exported machines, Immisch wasn't inundated with orders and retrained his efforts on other electric modes of transport, including boats and trams.

Got an opinion? Email us at [autocar@haymarket.com](mailto:autocar@haymarket.com)



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# 35 AWARDS

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CITROËN prefers TOTAL. Model shown: C4 Cactus PureTech 82 manual Flair, OTR price £16,665 (incl. Polar White paint and Chocolate Airbump® at extra cost of £250 and £150 respectively).

Official Government Fuel Consumption Figures (litres per 100km/mpg) and CO<sub>2</sub> Emissions (g/km) (Range). Highest: Citroën C4 Cactus PureTech 82 manual with 17" wheels: Urban 5.6/50.4, Extra Urban 4.0/70.6, Combined 4.6/61.4, 107 CO<sub>2</sub>. Lowest: Citroën C4 Cactus BlueHDi 100 S&S manual with 15" wheels: Urban 3.5/80.7, Extra Urban 3.0/94.2, Combined 3.1/91.1, 82 CO<sub>2</sub>. MPG figures are achieved under official EU test conditions, intended as a guide for comparative purposes only, and may not reflect actual on-the-road driving conditions.